



Office of Criminal Justice Services
FFY 2012 Traffic Safety Grant Proposal
Overview and Guidelines

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Ohio's Traffic Safety Grant Program Overview

The Federal Highway Safety Act of 1966 directed the National Highway Traffic Safety Administration (NHTSA) and Federal Highway Administration (FHWA) of the U.S. Department of Transportation to jointly administer various highway safety projects. This federal grant program provides federal funds administered through the Ohio Department of Public Safety (ODPS), Office of Criminal Justice Services (OCJS) to eligible entities to be used in part for, but not limited to, traffic safety education, enforcement and engineering projects.

OCJS is responsible for coordinating and managing the Section 402 Federal, State, and Community Highway Safety Funds received on an annual basis from NHTSA. Funds are to be used for short-term highway safety support, with the intent that other sources of funding will sustain programs over the long term. The federal grant program operates on a reimbursement basis.

OCJS's competitive grant process solicits grant proposals for highway safety activities from state agencies, non-profit organizations, colleges and universities, hospitals, political subdivisions and other interested groups within selected Ohio counties. A targeted approach insures a statewide effort that will satisfy state-level highway safety goals, with a minimum of 40% of federal funds allocated to local jurisdictions. Currently 62% of federal funds are provided to local jurisdictions. Proposals submitted for funding of traffic safety activities must demonstrate cost effectiveness and the potential to positively impact the traffic-related goals both at the state and local levels.

This packet has a three-fold purpose:

- 1) To provide assistance in determining whether a proposed highway safety activity is eligible for federal funding support;
- 2) To outline the specific steps to be followed in the preparation of highway safety grant proposals for funding in Federal Fiscal Year (FFY) 2012 (October 1, 2011 – September 30, 2012); and
- 3) To provide guidance in proposal submission.

The Office of Criminal Justice Services (OCJS) will use the following criteria to determine each grant proposal's funding eligibility: (1) met the submission deadline; (2) met the minimum proposal requirements; and (3) explained how the proposal specifically helps reduce Ohio's traffic related fatal crashes.

The OCJS will award grants based on: (1) the amount of funding available to the OCJS; (2) the total number of proposals submitted to the OCJS; and (3) past performance of the sub-sub-grantee (if applicable).

The OCJS reserves the right to limit the number of grants awarded and the awarded amounts at any time based on available funding, ability to impact statewide goals, and performance.

FFY 2012 Highway Safety Grant Proposals must be submitted via the website no later than 11:59 p.m. on Friday, July 1, 2011.

Late proposals will not be considered for funding. OCJS is not responsible for applicant's personal computer or internet access failure occurring at the proposal deadline. In the event that the OCJS experiences an internal server malfunction, the OCJS will notify Proposal Administrators of an updated submission deadline.

Competitive Grants Funding Priorities

Ohio has adopted the national goal of 1.0 fatality per 100 million vehicle miles traveled.

In 2010, there were 1,084 fatalities on Ohio's roads. Ohio's current fatality rate is 0.98 fatalities per 100 million vehicle miles traveled. In order to maintain this aggressive goal, state agencies, and many statewide and local organizations must continue to work collectively to achieve the desired results.

By submitting a grant proposal, your agency, if awarded a grant agreement, is committing to this goal and agreeing to join a statewide partnership determined to reduce fatal motor vehicle crashes in Ohio.

Competitive grants will be directed toward those state and local community traffic safety activities that will have the greatest impact toward fatal crash reduction. Each proposal should focus on one or more of these issues - alcohol/drug-impaired driving, restraint use, speed management and/or engineering studies. Grant proposals must show a clear correlation between the state-identified goals and the countermeasure activities that are proposed.

Here are several examples of projects that may qualify for funding:

Community-Based Traffic Safety Initiatives (e.g., Safe Communities, Cultural Diversity, Faith-Based, Amish, Youthful, Mature Driver)

Engineering Studies (intersection or corridor)

High Visibility Enforcement Overtime (e.g., speed management, impaired driving, restraint use)

OVI Task Force Activities (comprehensive/collaborative activities tied to specific goals)

These types of projects are expected to be problem identification driven and must have strong evaluation and documentation components.

It is the responsibility of the proposing agency to show how its proposed programming can impact local and state statistics which, in turn, will help to achieve the state's goals as outlined within this grant package.

Partnerships are critical to the long-term success of a project effort. Applicants are encouraged to develop broad-based support and commitment by local officials and constituent groups toward addressing localized traffic safety concerns. In addition, competitive grant proposals must also include an evaluation strategy designed to assess the impact of proposed activity on the selected priority area(s). Based on the identified and proposed countermeasures, each grant proposal must show how the effectiveness of the proposed effort will be measured.

Mission Statement and Problem Identification

Mission Statement

Save lives and reduce injuries on Ohio's roads through leadership and partnership efforts with others interested in traffic safety, utilizing the most innovative and efficient methods possible of managing state and federal resources.

Problem Identification Process

For FFY 2012, the OCJS conducted an in-depth analysis of traffic crash data to identify and prioritize traffic safety problems and to target fatal crash locations for traffic safety programming. The OCJS focuses the majority of its grant funding on these areas because they have been identified as locations where programming may have the most impact on a statewide level. The data used in this process include traffic crash data from 2008, 2009 and 2010.

The OCJS set a minimum eligibility requirement to apply for a high visibility overtime grant. To be eligible, the jurisdiction had to experience an annual average of **2.0** or more fatal crashes over the three-year period of 2008, 2009 and 2010.

As a means of directing resources where the state's worst alcohol-related crashes occur, for the last nine years Ohio has worked to establish countywide OVI (operating vehicle impaired) task forces in the counties that rank among the top counties for alcohol related fatal crashes.

In addition to analyzing crash data, the OCJS's participation in Ohio's Comprehensive Highway Safety Plan Committee helped identify and prioritize problem identification. The OCJS also reviewed and evaluated recommendations from Traffic Records Coordinating Committee meetings, Safety Conscious Planning workshops, regional workshops, meetings with sub-grantees (Safe Communities, Safe Community Advisory Committee and OVI Task Forces), the strategic motorcycle safety planning work group, Miami University evaluations of mobilizations and grant programs, assessment reports (i.e., alcohol, occupant protection for children, traffic records, etc.) to identify program direction in FFY 2012. The NHTSA headquarters staff and Region V staff also provided guidance throughout the year.

Ohio's Traffic Safety Goals*

Fatal/Serious Goals

Short Term

To decrease traffic fatalities 4.74 percent from the 2008 – 2010 calendar base year average of 1,099 to a 2009 – 2011 year average of 1,047 by December 31, 2012.

To decrease serious traffic injuries 2.35 percent from the 2008 – 2010 calendar base year average of 10,001 to a 2009 – 2011 year average of 9,766 by December 31, 2012.

To decrease the mileage death rate 4.45 percent from the 2008 – 2010 calendar base year average of 1.0 to a 2009 – 2011 year average of .96 by December 31, 2012.

Long Term

To decrease traffic related fatalities from the 2008 – 2010 calendar base year average of 1,099 to a 2011 – 2013 year average of 930 by December 31, 2014.

To decrease traffic related serious injuries from the 2008 – 2010 calendar base year average of 10,001 to a 2011 – 2013 year average of 9,312 by December 31, 2014.

To decrease the mileage death rate from the 2008 – 2010 calendar base year average of 1.0 to a 2011 – 2013 year average of .88 by December 31, 2014.

Alcohol Goals

Short Term

To decrease alcohol impaired driving fatalities (blood alcohol concentration of .08 g/dL or higher) 7.79 percent from the 2008 – 2010 calendar base year average of 305 to a 2009 – 2011 year average of 281 by December 31, 2012.

To decrease alcohol related fatal crashes (any impairment level where alcohol was a factor) 6.34 percent from the 2008 – 2010 calendar base year average of 367 to a 2009 – 2011 year average of 344 by December 31, 2012.

Long Term

To decrease alcohol impaired driving fatalities (blood alcohol concentration of .08 g/dL or higher) from the 2008 – 2010 calendar base year average of 305 to a 2011 – 2013 year average of 239 by December 31, 2014.

To decrease alcohol related fatal crashes (any impairment level where alcohol was a factor) from the 2008 – 2010 calendar base year average of 367 to a 2011 – 2013 year average of 302 by December 31, 2014.

Occupant Protection Goals

Short Term

To decrease unrestrained passenger vehicle occupant fatalities (all seat positions) 7.89 percent from the 2008 – 2010 calendar base year average of 420 to a 2011 – 2013 year average of 387 by December 31, 2012.

To decrease the number of unrestrained passenger vehicle occupant fatalities from 38.5 percent of all traffic fatalities in 2010 to no more than 35.3% of all traffic fatalities by December 31, 2012.

To increase statewide seat belt compliance 1.1 percentage points from the 2010 calendar base year usage rate of 83.8 percent to 84.9 percent by December 31, 2012.

Long Term

To decrease unrestrained passenger vehicle occupant fatalities (all seat positions) from the 2008 – 2010 calendar base year average of 329 by December 31, 2014.

To decrease the number of unrestrained passenger vehicle occupant fatalities to no more than 28.9 percent of all traffic fatalities by December 31, 2014.

To increase statewide seat belt compliance to 87.1 percent by December 31, 2014.

Speed Management Goal

Short Term

To decrease speeding-related fatalities 5.65 percent from the 2008 – 2010 calendar base year average of 283 to a 2009 – 2011 year average of 267 by December 31, 2012.

To decrease the number of speed-related fatalities from 26.9 percent of fatalities in 2010 to no more than 25 percent of all fatalities by December 31, 2012.

Long Term

To decrease speeding-related fatalities from the 2008 – 2010 calendar base year average of 283 to a 2011 – 2013 year average of 238 by December 31, 2014.

To decrease the number of speed-related fatalities to no more than 21.2% of all fatalities by December 31, 2014.

Motorcycle Safety Goals

Short Term

To decrease motorcyclist fatalities 4.37 percent from the 2008 – 2010 calendar base year average of 183 to a 2009 – 2011 year average of 160 by December 31, 2012.

To decrease un-helmeted motorcyclist fatalities 6.77 percent from the 2008 – 2010 calendar base year average of 133 to a 2009 – 2011 year average of 124 by December 31, 2012.

To decrease the number of motorcycle fatalities from 15.6 percent of all fatalities in 2010 to no more than 15 percent of all fatalities by December 31, 2012.

Long Term

To decrease motorcyclist fatalities from the 2008 – 2010 calendar base year average of 183 to a 2011 – 2013 year average of 160 by December 31, 2014.

To decrease un-helmeted motorcycle fatalities from the 2008 – 2010 calendar base year average of 133 to a 2011 – 2013 year average of 108 by December 31, 2014.

To decrease the number of motorcycle fatalities to no more 13.8% of all fatalities by December 31, 2014.

Youthful Driver Goal

Short Term

To decrease drivers age 20 or younger involved in fatal crashes 9.4 percent from the 2008 – 2010 calendar base year average of 174 to a 2009 – 2011 year average of 158 by December 31, 2012.

To decrease the number of youth (age 20 and under) fatalities from 16.1 percent of all fatalities in 2010 to no more than 13.1 percent of all fatalities by December 31, 2012.

Long Term

To decrease drivers age 20 or younger involved in fatal crashes from the 2008 – 2010 calendar base year average of 174 to a 2011 – 2013 year average of 130 by December 31, 2014.

To decrease the number of youth (age 20 and under) fatalities to no more than 7.1 percent of all fatalities by December 31, 2014.

Multicultural Goals

To ensure all vital traffic safety materials and messaging are available in languages that reach Ohio's limited English speaking populations.

To make traffic safety messaging culturally relevant to Ohio's populations.

Pedestrian Safety Goal

Short Term

To decrease pedestrian fatalities 2.36 percent from the 2008 – 2010 calendar base year average of 93 to a 2009 – 2011 average of 91 by December 31, 2012.

To decrease the number of pedestrian fatalities from 8/7 percent of all fatalities in 2010 to no more than 7.19% of all fatalities by December 31, 2012.

Long Term

To decrease pedestrian fatalities from the 2008 – 2010 calendar base year average of 93 to a 2011 – 2013 year average of 87 by December 31, 2014.

To decrease the number of pedestrian fatalities to no more than 4.14 percent of all fatalities by December 31, 2014.

Roadway Safety Goal

To conduct roadway safety studies at high crash corridor/intersections; improvements made from the studies will help reduce crashes at these high crash locations.

Traffic Records Goal

To make improvements in traffic records which will provide a more accurate problem identification process to help determine future funding for traffic safety projects.

*All 2008 - 2010 averages were calculated using preliminary 2010 data. Goals will be updated when 2010 data has been finalized. All goals are based on factors remaining relatively the same in the future. If factors change (i.e. Vehicle miles traveled, price of gasoline, Ohio passing a primary belt law, a helmet law, etc), goals will be monitored and revised.

Standard Proposal Guidelines for All Grants

The traffic safety programs operate under a standard set of guidelines, which are applicable to any agreement that results from a grant proposal.

The OCJS will evaluate each grant proposal to determine its funding eligibility based on the following criteria: (1) met the submission deadline; (2) met the minimum proposal requirements; and (3) explained how the proposal specifically helps reduce Ohio's traffic related fatal crashes.

The OCJS will award grants based on: (1) the amount of funding available to the OCJS; (2) the total number of proposals submitted to the OCJS; and (3) past performance of the sub-grantee (if applicable).

The OCJS reserves the right to limit the number of grants awarded and the awarded amounts at any time based on available funding, ability to impact statewide goals, and performance.

Reimbursement Only Policy

This federal grant program operates on a reimbursement basis. The administering agency must first incur the costs for approved expenditures and then apply for the reimbursement. Appropriate and accurate documentation will be required for each expense. All purchases must be submitted to and approved by the OCJS on a Request to Purchase form **prior** to incurring the cost.

Food

Costs relating to food for meetings, award banquets, etc. are not an allowable cost in FFY 2012.

Eligible Entities

To be eligible to receive funds under this federal grant program, the proposing agency must be one of the following:

- Local unit of government or council of government (e.g., county, city, township, village, law enforcement agency, board of education, health department, metropolitan planning organization, etc.);
- State agency; or
- Non-profit organization, church, hospital, educational service center, college or university.

If two or more entities partner to implement the grant, they must identify the project's lead entity and project's primary fiscal officer.

Required Personnel

Authorizing Official - The authorizing official is usually the head of an organization/agency. This individual must possess or have the ability to obtain the legislative authority to enter into an agreement with the OCJS, should the proposal be approved for funding.

Project Director - The project director is designated as the agency's liaison with the OCJS by the authorizing official. Should the proposal be approved for OCJS funding, this individual will oversee the daily activities of the grant and ensure that the scope of work and evaluation are completed as proposed. This individual will also serve as the primary contact person for the grant.

Fiscal Officer - The fiscal officer is responsible for the fiscal activities of the agency. This individual is responsible for overseeing the grant's budget, as well as submitting properly prepared claims for reimbursement to the OCJS.

Each proposal must have at least the above personnel assigned electronically. See the help menu on the GRANTS system for directions.

Grant Period and Project Commencement

This federal grant period has a 12-month cycle (October 1 – September 30). Each approved proposal will begin grant activity based upon the assigned Authorized to Proceed Date and an executed agreement between the ODPS/OCJS and the administering agency. It will terminate at the end of the federal fiscal year (September 30, 2012), unless otherwise specified in the agreement.

No costs will be reimbursed for any activity performed prior to the designated authorized to proceed date or after the termination date of the agreement. Unspent funds that remain at the end of the grant period will be retained by the OCJS.

Preparing the OTSO Grant Proposal

Each of the following sections describes the requirements for completing the FFY 2012 Highway Safety Grant Proposal. Agencies requesting multiple projects should complete a separate proposal for each project.

Please adhere to the requirements described in each section. Periodically reviewing the instructions as the proposal is prepared will ensure full compliance with the requirements. Help Menus are also available on the GRANTS system to be used in completing the proposal. Submitting a proposal that does not comply with the requirements could adversely affect the consideration that the proposal receives in the review and/or award process.

Write a concise grant proposal that can be easily understood. Do not include past grant award activities and/or accomplishments. Multiple attachments must be avoided.

Proposal Types

The online system has five types of proposals available for FFY 2012:

- Countywide OVI Task Force
- DUI Court
- High Visibility Enforcement Overtime
- Location Based Response System (LBRS)
- Roadway Safety Traffic Engineering
- Safe Communities
- General (for all other traffic safety activities not listed above)

Grant Proposal Deadline

FFY 2012 Highway Safety Grant Proposals must be submitted via the website no later than 11:59 p.m. on Friday, July 1, 2011.

Late proposals will not be considered for funding. OCJS is not responsible for applicant's personal computer or internet access failure occurring at the proposal deadline. In the event that the OTSO experiences an internal server malfunction, the OCJS will notify Proposal Administrators of an updated submission deadline.

Highway Safety Grant Funding Policies

All agencies receiving grants must comply with all federal, state, and local laws and regulations, including those mentioned in this section, as well as those noted in the Terms and Conditions of the grant proposal. (See page 12)

NOTE: The proposed program or project must not violate federal, state, and local laws and regulations. Failure of potential sub-grantees to comply with applicable federal statutes, regulations, and policies may subject themselves to civil or criminal penalties or place the agency in sub-grantee on notice status and the OCJS in high-risk status, which could impact future funding consideration.

Funding Limitations

The basic funding eligibility factors listed in this document will apply to NHTSA field-administered grants in accordance with 23 USC Sections 402 (Highway Safety). They should be implemented in conjunction with the appropriate Office of Management and Budget (OMB) Circular:

- State and Local Governments – OMB Circular A-87
- Educational Institutions – OMB Circular A-21
- Non-Profit Organizations – OMB Circular A-122
- Hospitals – 45 CFR Part 74 Appendix E

To access Circulars, visit <http://www.whitehouse.gov/omb/circulars/index.html>

To access Code of Federal Regulations, visit <http://www.gpoaccess.gov/cfr/index.html>

To be allowable, costs must be necessary and reasonable. Federal funds must be used in accordance with the appropriate statute and implementing grant regulations. Grant management rules require the potential sub-grantee to monitor sub-awards (sub-contracts) to assure compliance with applicable federal requirements.

With certain exceptions, most costs necessary to conduct a program are fundable. However, all costs will be carefully analyzed by the OCJS for necessity, appropriateness, potential benefit, and impact. If in doubt, contact the OCJS to determine if a particular cost item is fundable prior to submission of this grant proposal.

Supplanting of Funds

Federal guidelines clearly stipulate that federal funds must not be used to supplant federal, state, or local funds. Supplanting is defined as taking the place of or serving as a substitute for existing funding of a current or routine program. Other state and local funds may not be decreased as a result of additional federal funds made available through the OCJS. Instead, federal funds must be used to provide the resources that otherwise would not be available for the proposed program activity.

Supplanting includes replacing routine state or local expenditures with the use of federal grant funds, and/or using federal grant funds for costs of activities that constitute general expenses required to carry out the overall responsibilities of the grantee and/or its sub-grantees.

By submitting a proposal, the applicant certifies through their electronic signature that the proposed project will be used to increase and not to supplant federal, state, or local funds otherwise available.

Auditing Requirements

As a pass-through agency for federal funding, the ODPS/OTSO is required by the Office of Management and Budget (OMB) Circular A-133 Audits of States, Local Governments, and Non-Profit Organizations to ensure you have met the audit requirements of the circular.

To access Circular, visit <http://www.whitehouse.gov/omb/circulars/index.html>

You are required to retain a copy of your most recent Audit Report, Management Letter and/or Single Audit Report and provide to ODPS/OCJS upon request.

Program Income

Both NHTSA and the OCJS encourage sub-grantees to generate program income. "Program income" means gross income received directly generated by a grant-supported activity or earned only as a result of the grant agreement during the grant period. "During the grant period" is the time between the authorized to proceed date of the award and the ending date of the award reflected in the transmittal letter. Program income may be added to the funds committed to the grant agreement. Such program income shall be used for traffic safety purposes only.

Program income generated through the federal grant agreement must be accurately documented (e.g., specify activity generating income, amount generated, how such funds will be used in support of traffic safety). Such income must be reported as requested in any reports on the online GRANTS System.

Terms and Conditions for All Grants

The following terms and conditions must be met in order to obtain and conduct a federally-funded traffic safety program. Upon approval of this grant award, these terms and conditions will become a part of the executed agreement. The term “sub-grantee” refers to the Administering Agency of the project.

1) Agreement

Any inconsistencies between agreements and any attached documents shall be resolved in favor of the most current revised agreement on the online system, which shall be the controlling document.

2) Legislative Authority/Assurances

The Authorizing Official shall obtain the legal legislative authority necessary to implement the activity, to make expenditures and to receive funds, as set forth by this agreement. The sub-grantee and any subcontractors (if applicable) shall comply with the affirmative action, as required by the Ohio Department of Public Safety/Office of Criminal Justices Services (OCJS) program policies and procedures; federal/state regulations; Title VI of the Civil Rights Act of 1964; Sections 503/504 of the Rehabilitation Act of 1973, as amended, as implemented by 49 CFR Parts 21 & 27. **NOTE: Title VI of the Civil Rights act of 1964 covers populations with limited English proficiency (LEP). See the “Limited English Proficient (LEP) Guidance” link on www.highwaysafetyoffice.ohio.gov for the U.S. Department of Transportation’s (DOT) “Policy Guidance concerning Recipients’ Responsibilities to Limited English Proficient (LEP) Persons” provided by NHTSA.**

3) Buy America Act

The sub-grantee will comply with the provisions of the Buy America Act (49 U.S.C. 5323(j)) which contains the following requirements:

Only steel, iron and manufactured products produced in the United States may be purchased with Federal funds unless the Secretary of Transportation determines that such domestic purchases would be inconsistent with the public interest; that such materials are not reasonably available and of a satisfactory quality; or that inclusion of domestic materials will increase the cost of the overall project contract by more than 25 percent. Clear justification for the purchase of non-domestic items must be in the form of a waiver request submitted to and approved by the Secretary of Transportation.

4) Certification Regarding Debarment and Suspension

Instructions for Primary Certification

1. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below.

2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.

3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous

certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.

4. The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

5. The terms *covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded*, as used in this clause, have the meaning set out in the Definitions and coverage sections of 49 CFR Part 29. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.

6. The prospective primary participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.

7. The prospective primary participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction," provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions.

8. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the list of Parties Excluded from Federal Procurement and Non-procurement Programs.

9. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

10. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.

Certification Regarding Debarment, Suspension, and Other Responsibility Matters-Primary Covered Transactions

(1) The prospective primary participant certifies to the best of its knowledge and belief, that its principals:

(a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded by any Federal department or agency;

(b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in

connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of record, making false statements, or receiving stolen property;

(c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or Local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and

(d) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.

(2) Where the prospective primary participant is unable to certify to any of the Statements in this certification, such prospective participant shall attach an explanation to this proposal.

Instructions for Lower Tier Certification

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below.

2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

4. The terms *covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded*, as used in this clause, have the meanings set out in the Definition and Coverage sections of 49 CFR Part 29. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.

5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.

6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions. (See below)

7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the List of Parties Excluded from Federal Procurement and Non-procurement Programs.

8. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transactions:

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.

2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

5) Declaration Regarding Material Assistance/Non-assistance to a Terrorist Organization (DMA)

O.R.C. section 2909.33 (C) sets forth the requirements for government contracts. In general, this section states: Prior to entering into a contract with any state agency, instrumentality, or political subdivision to conduct business or receive funding, a person or private entity must complete a DMA form, but *only if* the person or entity has received, or will have received as a result of the pending contract, an aggregate amount greater than \$100,000 in business or funding, excluding the amount of any personal benefit, excluding the amount of any personal benefit, from the state, instrumentalities, and political subdivisions during the current fiscal year, measured from July 1st until June 30th.

6) Seat Belt Policy

The Administering Agency certifies that an “employee seat belt usage policy” is in place that requires employees to wear seat belts while working on agency business. This policy will be made available for review by OCJS representatives upon request and will be reviewed during an OCJS grant monitoring visit.

7) Policy to Ban Text Messaging While Driving

In accordance with Executive Order 13513, Federal Leadership On Reducing Text Messaging While Driving, and DOT Order 3902.10, Text Messaging While Driving, sub-grantees are encouraged to:

1. Adopt and enforce workplace safety policies to decrease crashes caused by distracted driving including policies to ban text messaging while driving—

a. Company-owned or –rented vehicles, or Government-owned, leased or rented vehicles; or

b. Privately-owned when on official Government business or when performing any work on or behalf of the Government.

2. Conduct workplace safety initiatives in a manner commensurate with the size of the business, such as:

a. Establishment of new rules and programs or re-evaluation of existing programs to prohibit text messaging while driving; and

b. Education, awareness, and other outreach to employees about the safety risks associated with texting while driving.

8) Limitations

This agreement is a commitment to perform the work identified herein and this authorization is limited to:

- a) The scope of work performed after the “Authorized to Proceed” and before the “Agreement Termination” dates, as specified in the transmittal letter;
- b) The scope of work, rates of participations, federal funds, special conditions, and cost category amounts as defined by the Project Plan, Budget, Addendum (as appropriate), and other attachments;
- c) Actual costs that are incurred in accordance with OMB Circulars A-87, A-21, A-122, 45 CFR Part 74 Appendix E limited to the approved activity.

This agreement is to be funded under the federal grant program that begins October 1, 2011. Funding of this agreement is dependent upon the availability of federal funds as appropriated and obligated by the US Department of Transportation for FFY 2011. Should any change in federal funding adversely affect the OCJS’s ability to implement an approved agreement, the OCJS reserves the right to revise or terminate any approved grant in writing.

9) Supplanting

Federal funds must not be used to supplant state or local funds, meaning that federal funds must not be used to replace routine or local expenditures for costs of activities that constitute general expenses required to carry out the overall responsibilities of the sub-grantee and/or its sub-grantees.

10) Lobbying

None of the funds under this program will be used for any activity specifically designed to urge or influence a State or local legislator to favor or oppose the adoption of any specific legislative proposal pending before any State or local legislative body. Such activities include both direct and indirect (e.g., “grassroots”) lobbying activities, with one exception. This does not preclude a State official whose salary is supported with NHTSA funds from engaging in direct communications with State or local legislative officials, in accordance with customary State practice, even if such communications urge legislative officials to favor or oppose the adoption of a specific pending legislative proposal.

Certification Regarding Federal Lobbying – Certification for Contracts, Grants, Loans, and Cooperative Agreements.

- a) No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, and officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.
- b) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit

Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

- c) The undersigned shall require that the language of this certification be included in the award documents for all sub-award at all tiers (including subcontracts, sub-grants, and contracts under grant, loans, and cooperative agreements) and that all sub-recipients shall certify and disclose accordingly. This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

11) Political Activity (Hatch Act)

The sub-grantee will comply, as applicable, with provisions of the Hatch Act (5 U.S.C. §§1501-1508 and 7324-7328) which limit the political activities of employees whose principal employment activities are funded in whole or in part with Federal funds

12) The Drug-free Workplace Act of 1988(41 U.S.C. 702;)

The sub-grantee will provide a drug-free workplace by:

- a. Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the sub-grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;
- b. Establishing a drug-free awareness program to inform employees about:
 - 1. The dangers of drug abuse in the workplace.
 - 2. The sub-grantee's policy of maintaining a drug-free workplace.
 - 3. Any available drug counseling, rehabilitation, and employee assistance programs.
 - 4. The penalties that may be imposed upon employees for drug violations occurring in the workplace.
- c. Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a).
- d. Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will --
 - 1. Abide by the terms of the statement.
 - 2. Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction.
- e. Notifying the agency within ten days after receiving notice under subparagraph (d) (2) from an employee or otherwise receiving actual notice of such conviction.
- f. Taking one of the following actions, within 30 days of receiving notice under subparagraph (d) (2), with respect to any employee who is so convicted -
 - 1. Taking appropriate personnel action against such an employee, up to and including termination.
 - 2. Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency.

- g. Making a good faith effort to continue to maintain a drug-free workplace through implementation of paragraphs (a), (b), (c), (d), (e), and (f) above.

13) Environmental Impact

The Governor's Representative for Highway Safety reviews the State's Fiscal Year highway safety planning document (which includes all individual approved grants) and declares that no significant environmental impact will result from implementing projects listed in the Highway Safety Plan. If, under a future revision, this grant will be modified in such a manner that a project would be instituted that could affect environmental quality to the extent that a review and statement would be necessary, this office is prepared to take the action necessary to comply with the National Environmental Policy Act of 1969 (42 USC 4321 et seq.) and the implementing regulations of the Council on Environmental Quality (40 CFR Parts 1500-1517).

14) Executive Order 2007-01S

In accordance with Executive Order 2007-01S, the sub-grantee, upon acceptance of this grant agreement, certifies: (1) has reviewed and understands Executive Order 2007-01S, (2) has reviewed and understands the Ohio ethics and conflict of interest laws, and (3) will take no action inconsistent with those laws and this order. The sub-grantee understands that failure to comply with Executive Order 2007-01S is, in itself, grounds for termination of the contract or grant and may result in the loss of other contracts or grants with the State of Ohio.

15) Food

Costs relating to food for meetings, award banquets, etc. are not an allowable cost in FFY 2012.

16) Pre-Activity Meeting

A grant pre-activity meeting is required to discuss the agreement before any cost can be eligible for reimbursement. The OCJS will notify the sub-grantee of the meeting prior to the "Authorized to Proceed Date" in the transmittal letter for the executed agreement. The meeting will be held with, but not limited to, the designated project director and fiscal officer. Changes in the project director and/or fiscal officer as indicated on the proposal shall require additional meetings with an OCJS representative before activity can continue.

17) Press Release

Each sub-grantee is required to submit to their local media a press release announcing the grant award, including amount and purpose of award. Additional press releases are required depending on grant type; see Special Conditions beginning on page 22 for additional requirements.

18) Grant Revisions

Any changes, additions, or deletions to this agreement must be submitted online and approved by the OCJS prior to implementing proposed changes. All final revisions to this agreement (either programmatic or fiscal), must be submitted online prior to September 1, 2012. Any requests for revisions after this date will not be approved.

The OCJS reserves the right to limit grant amounts at any time based on performance and/or available funding. Any changes made to the executed agreement limiting grant amounts by the OCJS shall be made in writing.

- 19) Required Personnel
Each proposal/grant is required to have, at a minimum, an authorizing official, a project director and a fiscal officer. See page 7 for a description of each. This information must be kept current. See the help menu on the GRANTS system for directions on how to update/change personnel information.
- 20) GRANTS User Accounts/Password Security
For security purposes, each person using the GRANTS system must have a separate user name and password. Each account must have its own email account. Sub-grantee agency personnel must not share passwords. See the help menu on the GRANTS system for directions on how to add/maintain user accounts.
- 21) Labor Costs
All work reimbursed under this grant must be for actual hours worked. Only reimbursements for personnel (labor) costs based on actual hours worked are allowable. Labor cost based on a percentage of hours worked will not be accepted for reimbursement. Leave hours (i.e., sick, vacation, personal, holiday, etc) are not reimbursable as direct labor. The employer's shares of fringe benefits (i.e. Retirement, Workers' Compensation, Medicare, etc) are eligible for reimbursement. Documentation verifying fringe percentages must be available to the OCJS upon request.
- 22) Personnel Activity Reports
Personnel activity reports may be required for any individual working on this federal grant program. These reports, at a minimum, must document date worked, actual activity performed and the number of hours per day to be charged to this agreement. This written document must be signed by the individual and their immediate supervisor, maintained by the administering agency and submitted as a part of the reimbursement documentation required.
- 23) Sub-Contracts
All sub-contracts and all purchases made under a sub-contract with any one vendor in excess of a combined total of \$5,000 must be submitted to the OCJS for review and approval prior to their execution and are subject to the same laws, regulations, and policies that govern this agreement. Such contracts and procurements must include "Special Provisions" as provided by the OCJS. Do not include a specific contractor's name/vendor's name in the proposal/grant.

All supplies, materials, incentives, promotional items, educational materials, and/or equipment that are purchased as a part of this sub-contract must be submitted to and approved by the OCJS on a Request to Purchase form **prior** to incurring the cost.

Any training courses must be submitted to and approved by the OCJS on a Request to Purchase form **prior** to scheduling.
- 24) Equipment
All non-expendable equipment (i.e., having a useful life of one year or more and cost \$1,000 or more) shall be entered into the OCJS equipment inventory system. All purchased equipment must be used for approved traffic safety activities throughout its useful life. All purchases must be submitted to and approved by the OCJS on a Request to Purchase form **prior** to incurring the cost.
- 25) Central Services
Costs for certain operational services provided to an agency on a centralized basis are unallowable. To be eligible for a reimbursement, a cost must be documented with an actual transfer of funds. Operational services costs that can be documented with a transfer of funds must be charged under Supplies and Materials.

26) Rate/Cost Allocation Charges

Costs that cannot be charged as an actual cost and are charged to a program on a percentage basis (e.g., phone, copies, postage, etc.) can be reimbursed based on a rate/cost allocation plan. Any agency wanting to claim these costs, must submit to the OCJS a copy of their agency's rate/cost allocation plan showing the following: the list of programs/grants the costs are being distributed between, the percentage being charged to each program/grant, the list of costs being charged (with explanation if not clear), dollar amount being charged for that cost, and grand total being charged to the programs/grants. If the rate/cost allocation plan shows more costs than you want to claim on your grant, mark which costs you are claiming on the grant.

27) Supplies, Materials, Incentives, Promotional Items, Educational Materials

All supplies, materials, incentives, promotional items and educational materials must be used for approved traffic safety activities throughout its useful life. All purchases must be submitted to and approved by the OCJS on a Request to Purchase form **prior** to incurring the cost.

Alcohol is not allowed to be purchased with funds from this grant.

The sub-grantee must submit a final draft copy of all promotional materials to the OCJS for approval prior to production. In addition:

- a) All materials shall include federal sponsorship credit and/or disclaimer clauses as directed by the OCJS. The credit line shall state: Funded by U.S. DOT/NHTSA and ODPS/OCJS.
- b) All public service announcements funded with federal funds, in whole or in part, must be closed captioned for the hearing impaired.
- c) All data results, reports, equipment, supplies and others materials (including but not limited to electronic versions) developed by the sub-grantee must be available to the ODPS/OCJS upon request.

28) Request for Bids

The OCJS will not reimburse for costs incurred by a sub-grantee for "requests for bids" for any services or purchases.

29) Travel

Any request for out-of-state travel and associated costs must be submitted to and approved by the OCJS on a Request to Purchase form **prior** to incurring any travel related costs.

Attendance at any conference/seminar/workshop that charges a registration fee must be submitted to and approved by the OCJS on a Request to Purchase form **prior** to registration. All conferences/seminars/workshops must be traffic safety related; an agenda must be provided to the OCJS.

A current travel policy must be submitted with the grant proposal. The OCJS will not reimburse for meals provided by the conference.

All claims for travel reimbursement must be accompanied by a Conference/Workshop Reporting form.

30) Training

The cost of training personnel for highway safety purposes may be funded when the training supports both the goals and scope of work of the approved grant program and the goals of the ODPS/OCJS.

- 31) Program Income
NHTSA and the OCJS encourage grantees/sub-grantees to generate program income. "Program income" means gross income received by the grantee or sub-grantee directly generated by a grant-supported activity or earned only as a result of the grant agreement during the grant period. Program income may be added to the funds committed to the grant agreement. Such program income shall be used to further the objectives of the program area under which it was generated. Program income generated through the federal grant agreement must be properly and accurately documented (e.g., activity generating income, amount generated, how such funds were/will be used in support of traffic safety, invoices, etc.). Such income will be reviewed during an OCJS grant monitoring visit, and this information must be reported as part of the final comprehensive annual activity report.
- 32) Reimbursement Claims
This agreement will operate on a reimbursement basis only. The administering agency must first incur the costs for approved expenditures and then apply for the reimbursement. Appropriate and accurate documentation will be required for each expense. Claim schedules are set up either monthly or quarterly based on sub-grantees selection on the pre-activity form. Any changes from this schedule must be made by the sub-grantee in writing.
- 33) Denial of Costs
The OCJS may deny costs for non-compliance with OCJS policies and procedures and/or federal and state regulations by requesting the cost(s) be removed from the online claim. A written response to all denials must be provided to the OCJS within 30 days after the date transmitted to the sub-grantee or the sub-grantee relinquishes all rights to the denied costs(s).
- 34) Restraint Usage Survey (only Safe Communities and Law Enforcement Grants)
The number of observational surveys to be conducted will be determined by the OCJS. Possible survey dates could include one in October to establish a baseline, one following the "Click It or Ticket" mobilization in June and/or one in September to establish the final rate for the year. Surveys must be compiled using approved OCJS methodology.
- 35) Narrative Progress Reports
The timetable for submission of narrative progress reports will be determined by the OCJS. Each sub-grantee must submit progress reports by the due date assigned to the report in the GRANTS system.
- 36) Monitoring
Programmatic and fiscal monitoring of grants shall be conducted in accordance with USDOT/NHTSA and ODPS/OCJS guidelines. Programmatic and fiscal monitoring may include representatives from the federal and/or state government.
- 37) Sub-grantee on Notice
Sub-grantees that fail to meet performance standards and/or grant requirements may be placed in Sub-grantee on Notice status. This designation will last until an agency satisfies agreed upon requirements. For more information about Sub-grantee on Notice contact the OCJS.
- 38) Final Report and Final Claim
A final comprehensive annual project activity report must be submitted to the OCJS by November 1.

- a) Final reports not received by November 1 will result in a 10% penalty deduction to the final claim reimbursement.
- b) If a final project activity report is received after November 15, the final claim will not be reimbursed.

A properly documented final claim for reimbursement must be submitted to the OCJS by November 1.

- a) Final claims not received by November 1 will result in a 10% penalty deduction in final claim reimbursement.
- b) Final claims received after November 15 will not be reimbursed.

39) Records Retention

All records relating to project activity and/or expenditures must be maintained for review by representatives of the federal or state government for at least three years following the final reimbursement payment.

40) Management Letter/Audit Report Submission

As a pass-through agency for federal funding, the ODPS/OCJS is required by the Office of Management and Budget (OMB) Circular A-133 Audits of States, Local Governments, and Non-Profit Organizations to ensure you have met the audit requirements of the circular. To access the Circular, visit <http://www.whitehouse.gov/omb/circulars/index.html>

You are required to retain a copy of your most recent Audit Report, Management Letter and/or Single Audit Report and provide to ODPS/OCJS upon request.

41) Termination of Agreement

Either the OCJS or the sub-grantee may terminate this agreement for any reason by giving the other party 30 days written notice. If the Agreement is cancelled under this provision, the ODPS/OCJS shall reimburse the sub-grantee for approved work completed and documented to that date. Upon termination all data results, reports and other materials developed by the sub-grantee will become the property of the ODPS/OCJS. All of the equipment, materials and/or supplies provided to the sub-grantee for use under this agreement must be returned to the ODPS/OCJS upon request within 30 days of said written notice. Should any change in federal funding adversely affect the OCJS's ability to complete the fiscal year's activities, the OCJS has the right to revise or terminate the agreement in writing.

42) End of Grant

If a subsequent grant is not awarded after the end of the grant period, all data results, reports, equipment, supplies and others materials developed by the sub-grantee must be returned to the ODPS/OCJS upon request within 30 days.

Special Conditions

In addition to Terms and Conditions #1 – 42, the following Special Conditions apply to OVI Task Forces (OVITF), High Visibility Enforcement Overtime (HVEO), Safe Communities (SC), Traffic Engineering (TE) and General (GG) grant awards:

OVI Task Forces

43) Enforcing Seat Belt Laws

The agency will enforce all seat belt and child restraint laws on all traffic stops made under this grant.

- 44) Site Selection
Justification for sites selected for enforcement activities must be documented and maintained as a part of the sub-grantee's file for this agreement.
- 45) Training Certification
The sub-grantee must assure that all enforcement personnel involved in approved overtime enforcement-related activities are certified in the following type(s) of training, as appropriate:
- Alcohol-related traffic enforcement – (Arresting officers only): Standard Field Sobriety Testing (SFST), NHTSA Alcohol Detection Apprehension Prosecution (ADAP)
- Speed management-related traffic enforcement – Electronic Speed Measuring Device Training (ESMD)
- 46) Mandatory Blitzes
Funding for all OCJS identified blitzes must be used for saturation patrols and OVI checkpoints only. Directing traffic, conducting parking detail at events, crash investigations, any non-traffic safety related activities, or any activities not identified in scope of work or work plan are not reimbursable activities.
- 47) National Enforcement Campaigns
All agencies utilizing overtime enforcement funds from the OCJS are required to participate in the "Click It or Ticket (CIOT) mobilization and the national alcohol crackdown.
- Scheduled dates for the national enforcement campaigns are:
- CIOT: May 21 – June 3, 2012
Alcohol crackdown: August 17 – September 3, 2012
- Reporting of activity during these national enforcement campaigns is required and must be met by the specific deadlines. Failure to report activity in a timely manner may result in being placed on "Sub-grantee on Notice" status.
- 48) Press Releases
In addition to the grant award press release, OVI Task Forces are required to conduct three press conference events (one in coordination with the Labor Day alcohol mobilization), promote the task force through press releases and publicize checkpoints as required by law.
- 49) Participating Law Enforcement Agencies
Participating law enforcement agencies performing activity under this grant must be paid for activity performed before reimbursement will be paid to the lead agency.
- 50) Documentation for Overtime Activity with Participating Agencies
Check numbers, that the lead agency paid participating agencies working under the grant, must be documented. Additional documentation may be requested.
- 51) Monthly Enforcement Reports
Whether or not a sub-grantee conducts grant-related activity, each sub-grantee must submit an enforcement report monthly. The monthly enforcement report must be submitted online to the OCJS by the 15th calendar day of the following month. Failure to submit these

reports in a timely manner will cause delay in payment of claims, may jeopardize funding for present and future projects and may result in being placed on "Sub-grantee on Notice" status.

52) Fuel/Transportation Costs

The OCJS will reimburse a total of 5 percent (dollars) of direct labor costs (saturation patrol and checkpoint hours for both the lead and participating agencies) for the agency to put towards fuel/transportation costs. Do not include coordination or education costs in the labor costs. Mileage logs, receipts, etc. are not required to be submitted with reimbursement claims, but must be maintained by the agency for auditing purposes.

53) Education Efforts

The OCJS will reimburse for hours/costs spent towards education efforts. These efforts can be used towards educating students, the general public at events, officers etc and must be consistent with problem identification. Education efforts must be submitted to and approved by the OCJS on a Request to Purchase form **prior** to incurring any costs. A total of 5 percent (dollars) of direct labor costs (saturation patrol and checkpoint hours for both the lead and participating agencies) will be allowed towards education efforts. Do not include coordination costs in the labor costs.

High Visibility Enforcement Overtime

54) Enforcing Seat Belt Laws

The agency will enforce all seat belt and child restraint laws on all traffic stops made under this grant.

55) Site Selection

Justification for sites selected for enforcement activities must be documented and maintained as a part of the sub-grantee's file for this agreement.

56) Training Certification

The sub-grantee must assure that all enforcement personnel involved in approved overtime enforcement-related activities are certified in the following type(s) of training, as appropriate:

Alcohol-related traffic enforcement – (Arresting officers only): Standard Field Sobriety Testing (SFST), NHTSA Alcohol Detection Apprehension Prosecution (ADAP)

Speed management-related traffic enforcement – Electronic Speed Measuring Device Training (ESMD)

57) Mandatory Blitzes

Funding for all OTSO identified blitzes must be used for high visibility enforcement overtime only. Directing traffic, conducting parking detail at events, crash investigations or any non-traffic safety related activities not identified in scope of work or work plan are not reimbursable activities.

58) National Enforcement Campaigns

All agencies utilizing overtime enforcement funds from the OTSO are required to participate in the "Click It or Ticket (CIOT) mobilization and the national alcohol crackdown.

Scheduled dates for the national enforcement campaigns are:

CIOT: May 21 – June 3, 2012

Alcohol crackdown: August 17 – September 3, 2012

Reporting of activity during these national enforcement campaigns is required and must be met by the specific deadlines. Failure to report activity in a timely manner may result in being placed on “Sub-grantee on Notice” status.

59) Press Releases

In addition to the grant award press release, OCJS sub-grantees must attempt to publicize its local efforts during each blitz and national enforcement campaign prior to the enforcement activity and again with the results of the enforcement effort. The OCJS will provide media toolkits for the blitzes and enforcement campaigns to assist with these efforts.

60) Enforcement Hours Eligibility

Direct labor hours expended in traffic safety enforcement programs must be over and above the normal active pay status work week as defined in the sub-grantee’s current labor agreement or departmental policy. Part-time permanent staff members are eligible for funding, with prior approval by the OCJS. Only one officer per patrol car will be funded as part of traffic enforcement grants. All full time officers working on the OCJS grant must be paid their actual overtime hourly rate.

61) Monthly Enforcement Reports

Whether or not a sub-grantee conducts grant-related activity, each sub-grantee must submit an enforcement report monthly. The monthly enforcement report must be submitted online to the OCJS by the 15th calendar day of the following month. Failure to submit these reports in a timely manner will cause delay in payment of the claims, may jeopardize funding for present and future projects and may result in being placed on Sub-grantee on Notice status.

62) Fuel/Transportation Costs

The OCJS will reimburse a total of 5 percent (dollars) of direct labor costs for the agency to put towards fuel/transportation costs. Do not include education costs in the labor costs. Mileage logs, receipts, etc. are not required to be submitted with reimbursement claims, but must be maintained by the agency for auditing purposes.

63) Education Efforts

The OCJS will reimburse for hours/costs spent towards education efforts. These efforts can be used towards educating students, the general public at events, officers etc and must be consistent with problem identification. Education efforts must be submitted to and approved by the OCJS on a Request to Purchase form **prior** to incurring any costs. A total of 5 percent (dollars) of direct labor costs will be allowed towards education efforts.

Safe Communities

64) Coalition Meetings

Safe Communities programs must conduct a minimum of four coalition meetings during the grant period. Copies of signature rosters and the coalition meeting agenda must be kept on file and made available during an OCJS grant monitoring visit.

- 65) Fatal Crash Data Review Committee
A Fatal Data Review Committee will meet in any quarter that a fatality has been reported in the county to review fatal crash reports to identify patterns or trends that could increase impact of traffic safety countermeasures.
- 66) Reporting of Fatality Information
In order for communities to be kept informed on fatal crashes occurring in their areas, each Safe Communities program is required to report to their local media, at least quarterly, on the fatal crashes occurring in their communities. This notification will be structured similar to a template developed by the OCJS. Notification shall be sent to the media no later than the 15th of the month following the ending quarter. For example: Fatalities occurring in October, November and December must be reported by January 15th. Media can include: television, radio, newspapers, etc. Copies of these releases must be kept in file and will be subject to review by the OCJS.
- 67) Monthly Activity Report
Each sub-grantee must submit online monthly reports by the 15th calendar day of the following month.
- 68) Personnel Activity Reports
Personnel activity reports are required for all individuals working on this federal grant program. These reports, at a minimum, must document date worked, actual activity performed and the number of hours per day to be charged to this agreement. This written document must be signed by the individual and their immediate supervisor. It must be included as a part of the reimbursement documentation.
- 69) Self-sufficiency
All Safe Communities programs must work towards self-sufficiency. Efforts to work towards this goal should be reported in activity reports, but as a minimum in the final comprehensive annual activity report.

Traffic Engineering

- 70) Final Study Reports
All final study reports must include the short and long term recommendations with a cost estimate for each.

General Grants

- 71) Personnel Activity Reports
Personnel activity reports are required for all individuals working on this federal grant program. These reports, at a minimum, must document date worked, actual activity performed and the number of hours per day to be charged to this agreement. This written document is to be signed by the individual and their immediate supervisor. It must be included as a part of the reimbursement documentation.

Countywide OVI Task Force

The Countywide OVI Task Force Program is a countywide initiative to conduct sobriety checkpoints, alcohol saturation patrols, public awareness, and education.

To qualify for countywide OVI Task Force grant funding, an agency must be in the top alcohol-related fatal crash counties. The top alcohol-related fatal crash counties must have an average of at least **6.0 alcohol-related** motor vehicle related fatal crashes during 2008, 2009 and 2010 (total of **eighteen** or more alcohol-related fatal crashes during these three years).

By submitting a grant proposal, your agency, if awarded a grant agreement, is agreeing to join a statewide partnership with the common goal of reducing fatal motor vehicle crashes in Ohio. The OCJS reserves the right to require funding adjustments as deemed appropriate based on the proposal's scope of work and funding availability. All grant-related law enforcement activities must be conducted under the following guidelines.

Eligible Counties

Butler	Lucas
Clark	Mahoning
Cuyahoga	Montgomery
Franklin	Ross
Hamilton	Stark
Licking	Summit
Lorain	Trumbull

Lead Agency Responsibilities

- 1) Each OVI Task Force is required to submit to their local media a press release announcing the grant award.
- 2) Enlist a diverse task force membership including law enforcement, prosecutors, the local Safe Communities program, community leaders, MADD, media, diverse media if applicable to reach LEP (Limited English Proficiency), etc. A list of all participating law enforcement agencies must be submitted with the grant proposal.
- 3) Collect current-year data on a monthly basis. This data will consist of alcohol-related fatalities and injury crashes. Driver arrests, date, time and location of alcohol-related crashes must be collected to create local problem identification. This information will assist awareness efforts and justify site selection for enforcement.
- 4) Conduct, at a minimum, twelve sobriety checkpoints (ideally, sustained throughout the grant year) in areas and time prioritized by the problem ID process. Two checkpoints are required during the national Labor Day alcohol crackdown: August 17 – September 3, 2012.
- 5) Alcohol-related overtime enforcement activity must be conducted in the areas and time periods of alcohol-related problems identified through a site selection process.
- 6) The OCJS encourages multiple low man-power checkpoints, and it will reimburse up to 25 law enforcement shift positions per checkpoint.
- 7) A minimum of three press conference events are to be conducted with one in coordination with the Labor Day alcohol mobilization. Each press event must use the national alcohol campaign message. These press events will be conducted by the task force and its partners.

- 8) Per NHTSA requirements, each lead agency will collect statistical data and report no later than fifteen days following the end of the national Labor Day alcohol mobilization. This data will be given to NHTSA and the media.
- 9) Implement and adhere to a “sobriety checkpoint operations policy” for the task force for all participating law enforcement agencies to follow. For first-time task force sub-grantees, this policy must be in effect before the first sobriety checkpoint is conducted by the task force.
- 10) Conduct monthly meetings to plan task force activities and media involvement.
- 11) Coordinate law enforcement training needed for task force members.
- 12) Promote the task force through press releases, public service announcements and other activities to increase public awareness such as media, “ride-a-longs,” donated billboards space, posters, payroll stuffers, etc.
- 13) Publicize checkpoints as required by law.
- 14) Agree to adopt a zero tolerance enforcement policy with the seat belt and child restraint laws during all enforcement activities and reflect such activity in reports submitted to the OCJS.
- 15) Submit online statistical reports on a monthly basis by required deadlines. The monthly report must be submitted online by the 15th calendar day of the following month.
- 16) Submit at least quarterly reimbursements online by required deadlines:

1 st Quarter – January 15	3 rd Quarter – July 15
2 nd Quarter – April 15	4 th Quarter – October 15

Data Collection and Analysis for Enforcement Site Selection

All law enforcement agencies participating in a Countywide OVI Task Force grant activities are required to collect current traffic crash data. This data is to be given to the coordinating agency to compile monthly data reports for the site selection process and justification for OVI enforcement.

Required Date, Time and Location Data:

- 1) OVI arrests
- 2) OVI crashes with injuries
- 3) OVI crashes with fatalities

This information should be compared with local crash data for 2008, 2009, and 2010 and the Ohio Investigative Unit’s data to assist in determining the jurisdiction’s alcohol-related problem area(s). The Traffic Crash Facts for 2008, 2009, and 2010 can be found on the Ohio Department of Public Safety (ODPS) website: <https://ext.dps.state.oh.us/crashreports/Default.aspx>

Allowable Costs

Personnel/Coordination Expenses (Salaries and Wages)

Payment of personnel costs is allowable when necessary to achieve the goals of the grant agreement.

Personnel activity reports are required for any individual working coordination hours on this federal grant program. These reports, at a minimum, must document date worked, actual activity performed and the number of hours per day to be charged to this agreement. This written document must be signed by the individual and their immediate supervisor. It must be maintained

by the administering agency and must be submitted as a part of the required reimbursement documentation.

Only labor and specific fringe benefits (i.e. Retirement, Workers' Compensation and Medicare) costs associated with OCJS-funded grant programs are eligible for reimbursement.

Only reimbursements for personnel (labor) costs based on actual hours worked are allowable. Labor cost based on a percentage of hours worked will not be accepted for reimbursement.

Costs incurred by the potential sub-grantee for overtime enforcement pay at a set rate for "special duty" if required by a labor contract, or if documented by the jurisdiction's auditor, are allowable. A copy of the page(s) of the labor contract that stipulates this rate and a copy of that part of the labor contract that defines "special duty" shall be submitted to the OTSO upon request.

Overtime labor costs are only allowable for those law enforcement officers certified to work in the area for which overtime enforcement activity is being conducted.

Public Information and Education (PI&E)

Costs to develop public awareness and education promotional materials are allowable if they do not duplicate materials already developed for similar purposes by the U.S. DOT/NHTSA or by the ODPS/OCJS. Costs are also allowable to support promotional campaigns and activities that encourage the general public to adopt highway safety practices. All public service announcements created with the aid of federal funds must contain closed-captioning for the hearing impaired.

Meetings

The cost to conduct in-state meetings where the primary purpose is the dissemination of traffic safety information is allowable. An agenda must be submitted to the OCJS. Costs may include transportation, rental of meeting facilities and other meeting-related costs. **Costs relating to food for meetings, award banquets, etc. are not an allowable cost in FFY 2012.**

Travel

Each program may apply for \$2,000 for an OCJS approved conference.

A current travel policy must be submitted with the proposal (attach electronically, fax or mail).

Equipment

Alcohol-related equipment purchases are an allowable cost. The equipment must be justified, submitted to and approved by the OCJS on a Request to Purchase form **prior** to incurring the cost to assure that the equipment is on the NHTSA approved equipment list. Equipment will be approved on a case-by-case basis.

Equipment is defined as any tangible item having value of \$1,000 or more per item and a useful life of at least one year.

Note: Equipment must be itemized in the proposal, but must not list specific brand names.

Supplies and Materials

A limited amount of activity-specific supplies and materials that are necessary to carry out the scope of work, work plan and evaluation may be allowed. It is the OCJS's expectation that the potential sub-grantee will provide general office supplies and expenses, exclusive of the grant as it does for any employee. All purchases must be submitted to and approved by the OCJS on a Request to Purchase form **prior** to incurring the cost.

Supplies and materials are defined as items having value of \$999 or under per item. Examples: traffic batons & signal light, traffic cones, traffic signs, portable breath tester, etc.

Training

Appropriate alcohol-related training is an allowable cost. Justification for training is to be put in the work plan of the grant proposal. All law enforcement personnel to be involved in approved enforcement-related activity must be certified in the appropriate type of training.

Examples of some training courses are:

SFST/ADAP

Sobriety Checkpoint Training (Recommended for first year task force sub-grantees)

The cost of training personnel for highway safety purposes may be funded when the training supports both the goals and scope of work of the approved grant program and those of the ODPS/OCJS.

Petty Cash

Expenses paid with petty cash accounts may be funded when the expense supports both the goals and scope of work of the approved grant program. The potential sub-grantee must submit a copy of their agency's petty cash policy.

Coordination Costs

Coordination costs are coordination hours associated with task force activities. Coordination cost must be negotiated with the OCJS prior to submission. Number of coordination hours cannot exceed 20 percent of task force labor hours (checkpoints and saturation patrols).

Maximum Staffing

The OCJS will reimburse up to 25 law enforcement shift positions per sobriety checkpoint. Low man-power sobriety checkpoints are encouraged.

Education Efforts

The OCJS will reimburse for hours/costs spent towards education efforts. These efforts can be used towards educating students, the general public at events, officers etc and must be consistent with problem identification. Education efforts must be submitted to and approved by the OCJS on a Request to Purchase form **prior** to incurring any costs. A total of 5 percent (dollars) of direct labor costs (saturation patrol and checkpoint hours for both the lead and participating agencies) will be allowed towards education efforts.

NOTE: Do not include coordination costs in the labor costs.

Fuel/Transportation Costs

The OCJS will reimburse a total of 5 percent (dollars) of direct labor costs (saturation patrol and checkpoint hours for both the lead and participating agencies) for the agency to put towards fuel/transportation costs. Mileage logs, receipts, etc. are not required to be submitted with reimbursement claims, but must be maintained by the agency for auditing purposes.

NOTE: Do not include coordination or education costs in the labor costs.

Part Time and Auxiliary Officers Labor Expenses (Salaries and Wages)

Payment of personnel costs is allowable when necessary to achieve the goals of the grant agreement.

Only labor and specific fringe benefits (i.e. Retirement, Workers' Compensation and Medicare) costs associated with OCJS-funded grant programs are eligible for reimbursement.

Only reimbursements for personnel (labor) costs based on actual hours worked are allowable. Labor cost based on a percentage of hours worked will not be approved for reimbursement. Part time and auxiliary officers, unless specified in the section below, shall receive regular hourly pay above their normally scheduled hours up to 40 hours in a work week. Hours above 40 hours in a work week shall be compensated at 1.5 hours of pay for every one hour worked above 40 hours.

Costs incurred by the potential sub-grantee for regular or overtime enforcement pay for part time or auxiliary law enforcement officers at a set rate for "special duty" if required by a labor contract, or if documented by the jurisdiction's auditor, are allowable. A copy of the page(s) of the labor contract that stipulates this rate and a copy of that part of the labor contract that defines "special duty" or a copy of the auditor's opinion on this issue shall be submitted to the OCJS upon request.

Regular and overtime labor costs are only allowable for those Part Time and Auxiliary law enforcement officers certified to work in the area for which overtime enforcement activity is being conducted.

Unallowable Costs

Vehicle Mileage

Costs for vehicle mileage are unallowable.

Advertising/Public Communications

Costs to purchase paid media are unallowable. This includes, but is not limited to, the purchase of television, radio, print, outdoor or Internet.

Certain Labor Costs

Clerical support, dispatch services and costs associated with court appearances are not allowable.

Alcoholic Beverages

The purchase of alcoholic beverages is unallowable.

Food

Food related expenses are unallowable.

Entertainment

Costs of entertainment, including amusement, diversion and social activities, and any costs directly associated with such costs (e.g., tickets to movies, shows or sports events; meals; lodging; rentals; transportation; gratuities; etc.), are unallowable.

Office Furnishings and Fixtures

Costs for the purchase of office furnishings and fixtures are unallowable.

Central Service Charges

Costs for certain operational services provided to an agency on a centralized basis are unallowable. To be eligible for a reimbursement, a cost must be documented with an actual transfer of funds. Operational services costs that can be documented with a transfer of funds must be charged under Supplies and Materials.

Grant Proposal Preparation and Submission

Costs for preparation and submission of grant proposal(s) other than traffic safety related grants are unallowable.

Guidelines for Preparing the Countywide OVI Task Force Proposal

Goals and Baselines

The goals for the proposed project will reflect how it is anticipated that the program will affect the impaired driving problems. These goals should guide the entire scope of work and evaluation of the project. The project goals must be clearly stated and identify the realistic outcome(s) that are anticipated. The baseline establishes the current status of the problem within the county and implies the amount of impact / change the project has been designed to create. The OCJS does not expect extensive evaluation components; however, the evaluation must be completed in a manner that reflects the impact of the program.

Required Goals/Baselines/Evaluations are listed below. This information has already been entered into the online GRANTS system. Use the following link to find crash information: <https://ext.dps.state.oh.us/crashreports/Default.aspx> to complete the blanks and provide a scope (a realistic and comprehensive approach to achieve the goal).

Required Goals:

Fatality Goal

Goal Number: 1

Goal Title: Fatal Goal

Goal Description: Reduce the number of traffic-related fatal crashes to no more than ____.

Baseline: Last year there were ____ traffic-related fatal crashes.

Evaluation: Conduct monthly reviews comparing stats from previous year.

Alcohol Goal

Goal Number: 2

Goal Title: Alcohol Goal

Goal Description: Decrease the number of alcohol-related fatal crashes to no more than ____.

Baseline: Last year there were ____ alcohol-related fatal crashes.

Evaluation: Conduct monthly reviews comparing stats from previous year.

Seat Belt Goal

Goal Number: 3

Goal Title: Seat Belt Goal

Goal Description: Increase seat belt restraint usage to _____% by September 30, 2012.

Baseline: The current county seat belt restraint usage baseline (provided by Miami University) is ____%.

Evaluation: Comparison of highest observational survey compiled using approved OCJS methodology to the baseline usage provided.

Use the following table to establish the required restraint usage goal.

Restraint Usage Goal Guidelines	
Baseline	Goal
65% and under	Increase baseline by 10 percentage points
66% - 72%	Increase baseline by 7 percentage points
73% - 80%	Increase baseline by 5 percentage points
81% or higher	Increase baseline by 4 percentage points

Scope of Work

Based on the identified impaired driving problems in the county, describe a realistic and comprehensive approach that will impact the problem. Identify the project's relevant tasks and activities. Activity details (i.e. dates, locations, etc) will be included in the work plan. Describe media and other partners' involvement in the task force. Items listed in the budget must correspond to the scope of work and work plan.

Work Plan – Media/Press

All activities proposed in the work plan must support proposed goals and further define scope of work.

A minimum of three press events are required. One must be during the alcohol mobilization. All three events must use the national alcohol campaign message. A press release announcing the award of the grant must also be included in the work plan.

Minimum acceptable information in work plan is:

Main Activity – Required - choose selection from drop down

Activity Name – Required – Provide a brief clear name of activity

Activity Description – **Not** required – however, if you think we need additional information other than the activity name, or if you think we will question the activity without additional details, you can enter an activity description/justification here

Approximate Date(s) – Required – Minimum required is a month date range; however if you know the date of the activity, you may enter the date

Location – Required – Minimum required is county; however if you know additional location information (jurisdiction, etc), you may enter that

of Staff Involved – **Not** required

of Media Contacts Planned – Required – Enter the number of media contacts you plan to invite/notify of the event (we don't expect you to guarantee them to cover the event/activity)

Estimated Number of Staff Hours Per Activity – Required – Enter the estimated number of hours for the activity (not per person) see note below

Proposals missing these items will be returned for correction which could possibly delay process and approval time.

Work Plan - Checkpoint

All activities proposed in the work plan must support proposed goals and further define scope of work.

All work plan activities must be held where the greatest impact is most likely to occur. Locations, dates and times need to be selected based on injury/fatal problem identification.

A minimum of twelve checkpoints are required. Two must be during the alcohol mobilization. See Work Plan – Alcohol Mobilization Checkpoint.

Minimum acceptable information in work plan is:

Main Activity – Required - choose selection from drop down

Activity Name – Required – Provide a brief clear name of activity

Activity Description – **Not** required – however, if you think we need additional information other than the activity name, or if you think we will question the activity without additional details, you can enter an activity description/justification here

Approximate Date(s) – Required – Minimum required is a month date range; however if you know the date of the activity, you may enter the date

Location – Required – Minimum required is county; however if you know additional location information (jurisdiction, etc), you may enter that

of Staff Involved – **Not** required

of Media Contacts Planned – Required – Enter the number of media contacts you plan to invite/notify of the event (we don't expect you to guarantee them to cover the event/activity)

Estimated Number of Staff Hours Per Activity – Required – Enter the estimated number of hours for the activity (not per person) see note below

Proposals missing these items will be returned for correction which could possibly delay process and approval time.

NOTE: The number of hours requested in the budget for checkpoints must equal the number of hours listed for checkpoints in the work plan. The number of hours requested in the budget for saturation patrol must equal the number of hours listed for saturation patrol in the work plan. The Worksheet Totals page will calculate the hours from the work plans and the hours from the budget.

Work Plan – Alcohol Mobilization Checkpoint

All activities proposed in the work plan must support proposed goals and further define scope of work.

All work plan activities must be held where the greatest impact is most likely to occur. Locations, dates and times need to be selected based on injury/fatal problem identification.

Minimum acceptable information in work plan is:

Main Activity – Required - choose selection from drop down

Activity Description – **Not** required – however, if you think we need additional information other than the activity name, or if you think we will question the activity without additional details, you can enter an activity description/justification here

Approximate Date(s) – Required – Minimum required is a month date range; however if you know the date of the activity, you may enter the date

Location – Required – Minimum required is county; however if you know additional location information (jurisdiction, etc), you may enter that

of Staff Involved – **Not** required

of Media Contacts Planned – Required – Enter the number of media contacts you plan to invite/notify of the event (we don't expect you to guarantee them to cover the event/activity)
Estimated Number of Staff Hours Per Activity – Required – Enter the estimated number of hours for the activity (not per person) see note below

Proposals missing these items will be returned for correction which could possibly delay process and approval time.

NOTE: The number of hours requested in the budget for checkpoints must equal the number of hours listed for checkpoints in the work plan. The number of hours requested in the budget for saturation patrol must equal the number of hours listed for saturation patrol in the work plan. The Worksheet Totals page will calculate the hours from the work plans and the hours from the budget.

Work Plan – Saturation Patrol

All activities proposed in the work plan must support proposed goals and further define scope of work.

All work plan activities must be held where the greatest impact is most likely to occur. Locations, dates and times need to be selected based on injury/fatal problem identification.

Minimum acceptable information in work plan is:

Activity Name – Required – Provide a brief clear name of activity

Activity Description – **Not** required – however, if you think we need additional information other than the activity name, or if you think we will question the activity without additional details, you can enter an activity description/justification here

Approximate Date(s) – Required – Minimum required is a month date range; however if you know the date of the activity, you may enter the date

Location – Required – Minimum required is county; however if you know additional location information (jurisdiction, etc), you may enter that

of Staff Involved – **Not** required

of Media Contacts Planned – Required – Enter the number of media contacts you plan to invite/notify of the event (we don't expect you to guarantee them to cover the event/activity)

Estimated Number of Staff Hours Per Activity – Required – Enter the estimated number of hours for the activity (not per person) see note below

Proposals missing these items will be returned for correction which could possibly delay process and approval time.

NOTE: The number of hours requested in the budget for checkpoints must equal the number of hours listed for checkpoints in the work plan. The number of hours requested in the budget for saturation patrol must equal the number of hours listed for saturation patrol in the work plan. The Worksheet Totals page will calculate the hours from the work plans and the hours from the budget.

Work Plan – Other Activities

All activities proposed in the work plan must support proposed goals and further define scope of work.

All work plan activities must be held where the greatest impact is most likely to occur. Locations, dates and times need to be selected based on injury/fatal problem identification.

Work plan must include activity specific to the "Click it or Ticket" mobilization on May 21 – June 3, 2012 and activity specific to the national alcohol crackdown on August 17 – September 3, 2012.

Regular monthly/quarterly meetings should be combined into one work plan activity. Each occurrence of the same meeting does not need to be added separately.

Identify training needs and show justification.

Minimum acceptable information in work plan is:

Main Activity – Required - choose selection from drop down

Activity Name – Required – Provide a brief clear name of activity

Activity Description – **Not** required – however, if you think we need additional information other than the activity name, or if you think we will question the activity without additional details, you can enter an activity description/justification here

Approximate Date(s) – Required – Minimum required is a month date range; however if you know the date of the activity, you may enter the date

Location – Required – Minimum required is county; however if you know additional location information (jurisdiction, etc), you may enter that

of Staff Involved – **Not** required

of Media Contacts Planned – Required – Enter the number of media contacts you plan to invite/notify of the event (we don't expect you to guarantee them to cover the event/activity)

Estimated Number of Staff Hours Per Activity – Required – Enter the estimated number of hours for the activity (not per person) see note below

Proposals missing these items will be returned for correction which could possibly delay process and approval time.

OVI Task Force Program Budget

Direct Labor

Labor Worksheet

Complete the Labor Worksheet to ensure direct labor costs are calculated correctly. This worksheet is for the lead agency's hours only. Add hours for participating agencies on the Contractual Services Worksheet. If the coordinator is not the lead agency's employee, add the coordination hours on the Contractual Services Worksheet.

Calculate the average hourly rate for staff in each position (include any pay increases anticipated during the grant period). This may have to be calculated separately if employees from several different pay ranges will be working on the project and/or working different hours on the project. Coordination costs (if any) should be calculated using the same method as described above.

If educational efforts are going to be conducted by the lead agency's employees, enter the dollar amount on the Labor Worksheet. Total for educational efforts cannot exceed 5 percent of direct labor costs (direct labor for checkpoint and saturation patrols).

NOTE: Do not include coordination costs in the labor costs.

Itemize the agency's fringe rates. Only the employer's share is eligible for reimbursement. The computer will total all of the agency's fringe rates to calculate a total fringe percentage and will calculate the total labor fringe benefit cost.

Contractual Services Worksheet

Complete the OVI Task Force Budget Worksheet to ensure direct labor costs are calculated correctly. This worksheet is for the participating agencies hours only. Add hours for the lead agency on the Labor Budget Worksheet. If the Coordinator is not an employee of the lead agency, add their hours here. If the Coordinator is an employee of the lead agency, add their hours on the Labor Budget Worksheet.

If educational efforts are going to be conducted by the participating agency's employees, enter the dollar amount on the Contractual Services Labor Worksheet. Total for educational efforts cannot exceed 5 percent of direct labor costs (direct labor for checkpoint and saturation patrols).

NOTE: Do not include coordination costs in the labor costs.

List each participating agency individually with their fringe rate at the top of the page. Average all of the agency's fringe rates to calculate a total fringe percentage.

Worksheet Totals

Enter the number of checkpoints planned for the year and hit save. The computer will calculate all the hours (checkpoint, saturation patrol and coordination) to make sure the hours requested in the budget match the hours requested in the work plans. It will also verify the amount requested for education is five percent or less of the checkpoint and saturation patrol hours. This amount will also be the maximum amount allowed for fuel.

Supplies and Materials

Supplies and materials associated with the project must be listed in this section. Supplies and materials are items with a cost of \$999 or less per item. Reminder: Costs for certain operational services provided to an agency on a centralized basis are unallowable. To be eligible for reimbursement, a cost must be documented with an actual transfer of funds. Operational services costs that can be documented with a transfer of funds must be charged under Supplies and Materials.

Note: Only a basic description is required in the proposal budget, an itemized cost is not required. All purchases must be submitted to and approved by the OCJS on a Request to Purchase form **prior** to incurring the cost.

Equipment

Equipment that will be purchased to carry out the scope of work must be itemized in this section. Equipment is defined as an item purchased - not rented, leased or licensed - which has a total cost of \$1,000 or more per item and a useful life of at least one year. Do not list specific manufacturers by name, only the type of equipment to be purchased.

Note: Only a basic description is required in the proposal budget, an itemized cost is not required. All purchases must be submitted to and approved by the OCJS on a Request to Purchase form **prior** to incurring the cost.

Other Direct Costs

Other direct costs associated with the project must be listed in this section. These may include layout and design costs for printed pieces, printing costs, postage, etc. Each request will be analyzed for its necessity, appropriateness, potential benefit and impact.

Note: Only a basic description is required in the proposal budget, an itemized cost is not required. All purchases must be submitted to and approved by the OCJS on a Request to Purchase form **prior** to incurring the cost.

Contractual Services

The cost of contractual services associated with the project must be itemized in this section. Contractual services can include fees for instructor training fees, facility usage fees, etc. Do not list specific contractors by name, only services to be purchased.

Note: Only a basic description is required in the proposal budget, an itemized cost is not required. All purchases must be submitted to and approved by the OCJS on a Request to Purchase form **prior** to incurring the cost.

NOTE: Please verify that all items listed in the budget correspond to the project's scope of work, evaluation and/or work plan.

The Office of Criminal Justice Services (OCJS) will use the following criteria to determine each grant proposal's funding eligibility: (1) met the submission deadline; (2) met the minimum proposal requirements; and (3) explained how the proposal specifically helps reduce Ohio's traffic related fatal crashes.

The OCJS will award grants based on: (1) the amount of funding available to the OCJS; (2) the total number of proposals submitted to the OCJS; and (3) past performance of the sub-grantee (if applicable).

The OCJS reserves the right to limit the number of grants awarded and the awarded amounts at any time based on available funding, ability to impact statewide goals, and performance.

FFY2012 Highway Safety Grant Proposals must be submitted via the website no later than 11:59 p.m. on Friday, July 1, 2011. Late proposals will not be considered for funding. OCJS is not responsible for applicant's personal computer or internet access failure occurring at the proposal deadline. In the event that the OCJS experiences an internal server malfunction, the OCJS will notify Proposal Administrators of an updated submission deadline.

High Visibility Enforcement Overtime *(Law Enforcement Agencies Only)*

The intent of this program is to increase the public perception about traffic laws throughout the year by conducting highly visible enforcement activities. Enforcement activities may take a number of formats, such as national mobilizations, local blitz periods and overtime enforcement programs based on local needs and as supported by local problem identification.

A law enforcement agency must conduct occupant restraint and alcohol-related enforcement activity to impact their fatal crashes. Agencies may conduct other high risk traffic safety enforcement (e.g., speed, aggressive driving, motorcycle crash reduction, failure to yield, etc.) Overtime enforcement will be considered for funding at those times and locations deemed appropriate, based on local needs and as supported by local problem identification.

The OCJS will reimburse for hours/costs spent towards education efforts. These efforts can be used towards educating students, the general public at events, officers etc and must be consistent with problem identification. Education efforts must be submitted to and approved by the OCJS on a Request to Purchase form **prior** to incurring any costs.

By submitting a grant proposal, your agency, if awarded a grant agreement, is agreeing to join a statewide partnership with the common goal of reducing fatal motor vehicle crashes in Ohio. The OCJS reserves the right to require funding adjustments as deemed appropriate based on the proposal's scope of work and funding availability. All grant-related law enforcement activities must be conducted under the following guidelines.

Minimum Eligibility Requirements

To be eligible for law enforcement overtime grant funding, your agency (county sheriff's office or police department) must have an established road patrol that conducts routine traffic enforcement and satisfy all of the following requirements:

- 1) During 2008, 2009, and 2010, your jurisdiction experienced an average of at least **2.0** motor vehicle related fatal crashes during this three-year period (total of **six** or more fatal crashes during these three years) as reported in the Fatality Analysis Reporting System (FARS).
- 2) Your agency must submit to their local media a press release announcing the grant award.
- 3) Your agency must conduct all the OCJS mandated blitzes in FFY 2012 including the two national enforcement campaigns— the Memorial Day “Click It or Ticket” (CIOT) mobilization and the national Labor Day alcohol crackdown.
- 4) Each agency must attempt to publicize its local efforts during each blitz and national enforcement campaign. Agencies will take appropriate action to contact media about the intent of the targeted enforcement activity prior to its implementation and the results of the enforcement efforts upon completion. The OCJS will provide media toolkits for the blitzes and enforcement campaigns to assist with these efforts.
- 5) Your agency agrees to enforce all seat belt and child restraint laws during all grant-related activities.
- 6) Whether or not your agency conducts grant-related activity, your agency must submit online enforcement reports each month. The monthly report must be submitted online by the 15th calendar day of the following month.
- 7) The number of observational surveys to be conducted will be determined by the OCJS. Possible survey dates could include one in October to establish a baseline, one following the “Click It or Ticket” mobilization in June and/or one in September to establish the final rate for the year. Surveys must be compiled using approved OCJS methodology.

If your agency agrees to meet all of these requirements, your agency is eligible for funding consideration for overtime traffic enforcement.

Jurisdiction Sizes

The OCJS will reimburse each jurisdiction based on the chart below for high visibility enforcement activities. The amount of reimbursable hours is based upon the jurisdiction's population size:

Jurisdiction Population Size	
For County Sheriff Offices and Police Departments	
Small	1,000 – 99,999
Medium	100,000 – 300,000
Large	Over 300,000

To determine the jurisdiction's population, please see 2010 Census figures at the Ohio Department of Development's web site at: <http://development.ohio.gov/research/Census2010.htm> or contact the OCJS.

Maximum Number of Reimbursable Hours Per Agency Based on Jurisdiction Population Size

Jurisdiction	Mandatory Blitzes	+	High Visibility Enforcement Overtime	=	Total OT Hours
Small	420 hours	+	280 hours	=	700 hours
Medium	660 hours	+	440 hours	=	1,100 hours
Large	780 hours	+	520 hours	=	1,300 hours

Mandatory OTSO Mandatory Blitzes/National Enforcement Campaigns

To qualify for high visibility enforcement overtime funding, each jurisdiction must participate in the mandatory blitzes and both national enforcement campaigns. Directing traffic, conducting parking detail at events, crash investigations, any non-traffic safety related activities, or any activities not identified in scope of work or work plan are not reimbursable activities.

Blitzes/Enforcement Campaigns

Dates	Blitz
1) October 28 – November 1, 2011	Halloween
2) November 18 – November 27, 2011	Thanksgiving
3) December 2, 2011 – January 2, 2012	Christmas/New Years
4) February 3 – February 6, 2012	Super Bowl
5) March 16 – March 18, 2012	St. Patrick's Day
6) April – May 2012	Prom Season
7) May 21 – June 3, 2012	Click It or Ticket
8) June 29 – July 5, 2012	4 th of July
9) August 17 – September 3, 2012	National Alcohol Crackdown
10) September 2012	Homecomings*

* If your Homecoming is not in September 2012, or if you would like to do more than the traditional football Homecoming (Basketball), add additional work plan entries with the correct dates.

Note: Blitz hours do not have to be evenly dispersed, hours should be dispersed based on crash problem identification.

Minimum required hours for National Enforcement Campaigns (Click It or Ticket and the national alcohol crackdown.):

Jurisdiction	Hours
Small	126 (63 estimated each enforcement campaign)
Medium	198 (99 estimated each enforcement campaign)
Large	234 (117 estimated each enforcement campaign)

NOTE: These minimum hours are based on the agency requesting the maximum amount of blitz hours available for the jurisdiction size, if requesting fewer blitz hours, please contact the office for the minimum required hours for the National Enforcement Campaigns.

Any local blitz(es) and educational efforts should be included in the regular high visibility overtime hours (Non-Blitz).

These enforcement blitzes are designed to promote seat belt use, remove impaired drivers from the highways and reduce other high risk traffic safety behaviors (e.g., speed, aggressive driving, motorcycle crash reduction, failure to yield, etc.). The national enforcement campaigns focus on either seat belts ("Click It or Ticket") or impaired driving (the national alcohol crackdown).

Mobilization Incentives

All law enforcement agencies (potential sub-grantees and non-sub-grantees) will be eligible for traffic safety related incentives **based on their efforts** during the two national campaigns (CIOT and the national alcohol crackdown) and the **submission of both activity reporting forms by the required deadlines**. The OCJS will announce the types of incentives and eligibility criteria.

Allowable Costs

Labor Expenses (Salaries and Wages)

Payment of personnel costs is allowable when necessary to achieve the goals of the grant agreement.

Only labor and specific fringe benefits (i.e. Retirement, Workers' Compensation and Medicare) costs associated with OCJS-funded grant programs are eligible for reimbursement.

Only reimbursements for personnel (labor) costs based on actual hours worked are allowable. Labor cost based on a percentage of hours worked will not be approved for reimbursement.

Costs incurred for overtime enforcement pay at a set rate for "special duty" if required by a labor contract, or if documented by the jurisdiction's auditor, are allowable. A copy of the page(s) of the labor contract that stipulates this rate and a copy of that part of the labor contract that defines "special duty" or a copy of the auditor's opinion on this issue shall be submitted to the OCJS upon request.

Overtime labor costs are only allowable for those law enforcement officers certified to work in the area for which overtime enforcement activity is being conducted.

Part time and auxiliary officers, unless specified in the section below, shall receive regular hourly pay above their normally scheduled hours up to 40 hours in a work week. Hours above 40 hours in a work week shall be compensated at 1.5 hours of pay for every one hour worked above 40 hours.

Regular and overtime labor costs are only allowable for those part time and auxiliary law enforcement officers certified to work in the area for which overtime enforcement activity is being conducted.

Only one officer per patrol car will be funded as part of traffic enforcement grants.

Education Efforts

The OCJS will reimburse for hours/costs spent towards education efforts. These efforts can be used towards educating students, the general public at events, officers etc and must be consistent with problem identification. Education efforts must be submitted to and approved by the OCJS on a Request to Purchase form **prior** to incurring any costs. A total of 5 percent (dollars) of direct labor costs will be allowed towards education efforts.

Fuel/Transportation Costs

The OCJS will reimburse a total of 5 percent (dollars) of direct labor costs for the agency to put towards fuel/transportation costs. Mileage logs, receipts, etc. are not required to be submitted with reimbursement claims, but must be maintained by the agency for auditing purposes.

NOTE: Do not include education costs in the labor costs.

Unallowable Costs

Vehicle Mileage

Costs for vehicle mileage are unallowable.

Food

Food related expenses are unallowable.

Advertising/Public Communications

The purchase of paid media is unallowable.

Equipment

Equipment will not be awarded through high visibility enforcement overtime grant agreements.

Certain Labor Costs

Clerical support, dispatch services and costs associated with court appearances are unallowable. Directing traffic, conducting parking detail at events, crash investigations, non-traffic safety related activities, or any activities not identified in scope of work or work plan are not reimbursable activities.

Alcoholic Beverages

The purchase of alcoholic beverages is unallowable.

Grant Proposal Preparation and Submission

Costs for preparation and submission of grant proposal(s) are unallowable.

Guidelines for the High Visibility Enforcement Overtime Grant Proposal

Goals/Baselines/Evaluations

The goals for the proposed project reflect how the program will impact the community's traffic safety problems. These goals guide the entire scope of work and evaluation of the project. The project goals must be clearly stated and identify the realistic outcome(s). The baseline establishes the current status for each goal. The evaluation describes how the project's impact on the stated goals will be measured. The OCJS does not expect extensive evaluation components; however, the evaluation must be completed in a manner that reflects the impact of the program.

Required Goals/Baselines/Evaluations are listed below. This information has already been entered into the online GRANTS system. Use the following link to find crash information: <https://ext.dps.state.oh.us/crashreports/Default.aspx> to complete the blanks and provide a scope (a realistic and comprehensive approach to achieve the goal).

Required Goals:

Fatality Goal

- Goal Number:** 1
- Goal Title:** Fatal Goal
- Goal Description:** Reduce the number of traffic-related fatal crashes to no more than ____ .
- Baseline:** Last year there were ____ traffic-related fatal crashes.
- Evaluation:** Conduct monthly reviews comparing stats from previous year.

Alcohol Goal

- Goal Number:** 2
- Goal Title:** Alcohol Goal
- Goal Description:** Decrease the number of alcohol-related fatal and serious injury crashes to no more than ____.
- Baseline:** Last year there were ____ alcohol-related fatal and serious injury crashes.
- Evaluation:** Conduct monthly reviews comparing stats from previous year.

Seat Belt Goal

- Goal Number:** 3
- Goal Title:** Seat Belt Goal
- Goal Description:** Increase seat belt restraint usage to _____% by September 30, 2012.

Baseline: The current county seat belt restraint usage baseline (provided by Miami University) is ____%.

Evaluation: Comparison of highest observational survey compiled using approved OCJS methodology to the baseline usage provided.

Use the following table to establish the required restraint usage goal.

Restraint Usage Goal Guidelines	
Baseline	Goal
65% and under	Increase baseline by 10 percentage points
66% - 72%	Increase baseline by 7 percentage points
73% - 80%	Increase baseline by 5 percentage points
81% or higher	Increase baseline by 4 percentage points

Optional Goal: Based on fatal/serious injury traffic crash problem ID, jurisdictions may complete the blanks and provide a scope (a realistic and comprehensive approach to achieve the goal). If fatal/serious injury traffic crash problem ID does not show motorcycle crashes to be a problem, leave this goal blank.

Motorcycle Crash Reduction Goal

Goal Number: 4

Goal Title: Motorcycle Crash Reduction Goal

Goal Description: Decrease the number of motorcycle fatal and serious injury crashes to no more than ____.

Baseline: Last year, there were ____ motorcycle fatal and serious injury crashes.

Evaluation: Conduct monthly reviews comparing stats from previous year.

Scope of Work

Based on the identified traffic safety problems in the community served by the agency, describe a realistic and comprehensive approach that will impact the problem. Identify the project's relevant tasks and activities. Activity details (i.e. dates, locations, etc) will be included in the work plan. Each sub-grantee is required to take appropriate action to ensure that the media is aware of the intent of the targeted enforcement activity prior to its implementation and the results of the enforcement efforts upon completion. Items listed in the budget must correspond to the scope of work and/or work plan.

Work Plan - Blitz

Each required blitz and national mobilization has been listed already in the GRANTS system including Main Activity, Name and Dates. Homecoming has been listed with the ability to enter dates and add additional Homecoming entries if you would like to do more than the traditional football homecoming.

The work plan **must identify specific locations** on all work plan activities where the greatest impact is most likely to occur. Locations, dates and times need to be identified based on injury/fatal problem identification.

Minimum acceptable information in work plan is:

Activity Description – **Not** required – however, if you think we need additional information other than the activity name, or if you think we will question the activity without additional details, you can enter an activity description/justification here.

Approximate Date(s) – Required – Only required for the Homecoming work plans.

Location – Required – Specific locations (Street, Rte, Etc) must be listed.

of Media Contacts Planned – Required – Enter the number of media contacts you plan to invite/notify of the event (we don't expect you to guarantee them to cover the event/activity)

Estimated Number of Staff Hours Per Activity – Required – Enter the estimated number of hours for the activity (not per person) - see note below.

Note: Computer will total blitz hours on the Labor Cost Budget Worksheet.

Proposals missing these items will be returned for correction which could possibly delay process and approval time.

Work Plan – Non-Blitz

All activities proposed in the work plan must support proposed goals and further define scope of work.

The work plan **must identify specific locations** on all work plan activities where the greatest impact is most likely to occur. Locations, dates and times need to be identified based on injury/fatal problem identification.

The OCJS strongly encourages agencies to conduct High Visibility Enforcement monthly throughout the grant.

Minimum acceptable information in work plan is:

Main Activity – Required - choose selection from drop down.

Activity Name – Required – Provide a brief clear name of activity.

Activity Description – **Not** required – however, if you think we need additional information other than the activity name, or if you think we will question the activity without additional details, you can enter an activity description/justification here.

Approximate Date(s) – Required – Minimum required is a month date range; however if you know the date of the activity, you may enter the date. **Do not list a year long date range.**

Location – Required – Specific locations (Street, Rte, Etc) must be listed.

of Media Contacts Planned – Required – Enter the number of media contacts you plan to invite/notify of the event (we don't expect you to guarantee them to cover the event/activity)

Estimated Number of Staff Hours Per Activity – Required – Enter the estimated number of hours for the activity (not per person) – see note below.

NOTE: Computer will total non-blitz hours on the Labor Cost Budget Worksheet.

Law Enforcement Budget

Direct Labor

The computer will calculate the total number of hours for the mandatory blitzes and national enforcement campaigns from the data entered on the work plan-blitz activities. Calculate the average hourly overtime rate (include any pay increases during the grant period) for staff working on the project. The computer will calculate the total number of hours that will be worked on grant

activities under regular high visibility enforcement (non-blitz) not including the mandatory blitzes from the data entered on the work plan non-blitz activities. Enter the average hourly overtime rate.

If educational efforts are going to be conducted by the agency's employees, enter the dollar amount on the Labor Worksheet. Total for educational efforts cannot exceed 5 percent of direct labor costs. The computer will verify that the amount requested for education is five percent or less of the direct labor hours. This amount will also be the maximum amount allowed for fuel.

Labor Fringe Benefits

Itemize the agency's fringe rates. Only the employer's share is eligible. The computer will total all of the agency's fringe rates to calculate a total fringe percentage and will calculate the total labor fringe benefit cost.

Other Direct Costs

The OCJS will reimburse a total of 5 percent (dollars) of direct labor costs (not including education efforts) for the agency to put towards fuel/transportation costs. Mileage logs, receipts, etc. are not required to be submitted with reimbursement claims, but must be maintained by the agency for auditing purposes.

The Office of Criminal Justice Services (OCJS) will use the following criteria to determine each grant proposal's funding eligibility: (1) met the submission deadline; (2) met the minimum proposal requirements; and (3) explained how the proposal specifically helps reduce Ohio's traffic related fatal crashes.

The OCJS will award grants based on: (1) the amount of funding available to the OCJS; (2) the total number of proposals submitted to the OCJS; and (3) past performance of the sub-grantee (if applicable).

The OCJS reserves the right to limit the number of grants awarded and the awarded amounts at any time based on available funding, ability to impact statewide goals, and performance.

FFY2012 Highway Safety Grant Proposals must be submitted via the website no later than 11:59 p.m. on Friday, July 1, 2011. Late proposals will not be considered for funding. OCJS is not responsible for applicant's personal computer or internet access failure occurring at the proposal deadline. In the event that the OCJS experiences an internal server malfunction, the OCJS will notify Proposal Administrators of an updated submission deadline.

Location Based Response System (LBRS)

Through a joint partnership with the Ohio Department of Transportation (ODOT), the purpose of this project is to provide a multi-jurisdictional statewide asset containing accurate street centerline information, valid address ranges for every road throughout the state, along with other critical roadway inventory items that will improve traffic crash location information and highway safety analysis, as well as enable quick response of emergency responders.

Allowable Costs

Contractual Services

Payment of contractual services is allowable when necessary to achieve the goals of the grant agreement. Costs are allowable for products, highway safety consultants, personal services and/or individuals for support services, provided applicable state and local procurement procedures are followed and documentation is available that describes the official contract and procurement practices. All sub-contracts and all purchases made under a sub-contract with any one vendor in excess of a combined total of \$5,000 must be submitted to the OCJS for review and approval prior to their execution and are subject to the same laws, regulations, and policies that govern this agreement. Such contracts and procurements must include "Special Provisions" as provided by the OCJS. Each request will be analyzed for its necessity, appropriateness, potential benefit and impact.

Unallowable Costs

Consultation Services

Consultation services may not be performed by the sub-grantee agencies employees, to conduct the study.

Equipment

Will not be funded.

Supplies and Materials

Will not be funded.

Facilities and Construction

Costs associated with construction or re-construction are unallowable.

Office Furnishings and Fixtures

Costs for the purchase of office furnishings and fixtures are unallowable.

Grant Proposal Preparation and Submission

Costs for preparation and submission of grant proposal(s) are unallowable. This includes costs associated with any pre-grant or pre-activity meeting associated with grant(s).

Guidelines for Preparing the Location Based Response System Grant Proposal

Goals/Baselines/Scope/Evaluation

Required Goal/Baseline/Scope/Evaluation is listed below. To reduce processing time, **copy and paste the Goal Description and Baseline information into your online grant proposal.** This information has already been entered into the system for your convenience.

Goal Number:	1
Goal Title:	LBRS (Location Based Response System) 408 Grant
Goal Description:	Provide a dataset containing accurate street centerline information and valid address information for every road.
Baseline:	Baseline will be determined by ODOT in accordance with the LBRS Data Specification document.
Scope:	Complete the development of a dataset containing roadway centerline and structure addresses and their appropriate position (GIS roadway & address).
Evaluation:	To be determined by ODOT in accordance with the LBRS data specification document.

Engineering Budget

Contractual Services

The cost of contractual services associated with the project must be itemized in this section. Contractual services can include fees for engineering services. Do not list specific contractors or consultants by name, only services to be provided. Each request will be analyzed for its necessity, appropriateness, potential benefit and impact.

The Office of Criminal Justice Services (OCJS) will use the following criteria to determine each grant proposal's funding eligibility: (1) met the submission deadline; (2) met the minimum proposal requirements; and (3) explained how the proposal specifically helps reduce Ohio's traffic related fatal crashes.

The OCJS will award grants based on: (1) the amount of funding available to the OCJS; (2) the total number of proposals submitted to the OCJS; and (3) past performance of the sub-grantee (if applicable).

The OCJS reserves the right to limit the number of grants awarded and the awarded amounts at any time based on available funding, ability to impact statewide goals, and performance.

FFY2012 Highway Safety Grant Proposals must be submitted via the website no later than 11:59 p.m. on Friday, July 1, 2011. Late proposals will not be considered for funding. OCJS is not responsible for applicant's personal computer or internet access failure occurring at the proposal deadline. In the event that the OCJS experiences an internal server malfunction, the OCJS will notify Proposal Administrators of an updated submission deadline.

Safe Communities Program

For FFY 2012, the OCJS conducted an in-depth analysis of traffic crash data to identify and prioritize traffic safety problems and to target fatal crash locations for traffic safety programming. The OCJS focuses the majority of its grants funding based on programming that will have the greatest impact on reducing fatalities statewide. The data used in this process include traffic crash data from 2008, 2009 and 2010. The Safe Communities Program is a competitive grant program. Competitive grants will be directed toward those community traffic safety activities that will help Ohio achieve its goals.

3 year average # of fatal WUg\ Yg	Maximum Amount
40 and over	\$125,000.00
30 – 39	\$ 85,000.00
20 – 29	\$ 65,000.00
15 – 19	\$ 50,000.00
10 – 14	\$ 42,000.00
6 – 9*	\$ 35,000.00
0 – 5*	\$ 25,000.00

*Existing sub-grantees only, no proposals will be accepted for new programs in counties with a three year average of less than 10 fatal WUg\ Yg.

Eligible Counties

County	Maximum Amount
Franklin	\$125,000.00
Cuyahoga	\$125,000.00
Hamilton	\$125,000.00
Montgomery	\$ 85,000.00
Lucas	\$ 85,000.00
Summit	\$ 85,000.00
Butler	\$ 65,000.00
Stark	\$ 65,000.00
Lorain	\$ 65,000.00
Trumbull	\$ 65,000.00
Mahoning	\$ 50,000.00
Licking	\$ 50,000.00
Clark	\$ 50,000.00
Medina	\$ 50,000.00
Clermont	\$ 50,000.00
Wood	\$ 42,000.00
Ross	\$ 42,000.00
Delaware	\$ 42,000.00
Portage	\$ 42,000.00
Ashtabula	\$ 42,000.00
Warren	\$ 42,000.00
Fairfield	\$ 42,000.00
Lake	\$ 42,000.00
Wayne	\$ 42,000.00
Pickaway	\$ 42,000.00
Muskingum	\$ 42,000.00
Scioto	\$ 42,000.00
Richland	\$ 42,000.00

Greene	\$ 42,000.00
Miami	\$ 42,000.00
Logan	\$ 42,000.00
Columbiana	\$ 35,000.00
Knox	\$ 35,000.00
Allen	\$ 35,000.00
Brown	\$ 35,000.00
Williams	\$ 25,000.00
Putnam	\$ 25,000.00
Morrow	\$ 25,000.00
Holmes	\$ 25,000.00
Union	\$ 25,000.00

Grant proposals must show a clear correlation between the state-identified goals and the countermeasure activities that are proposed. It is the responsibility of the proposing agency to show how its proposed programming can impact local and state statistics which, in turn, will help to achieve the state's goals as outlined within this grant package.

By submitting a grant proposal, your agency, if awarded a grant agreement, is agreeing to join a statewide partnership with the common goal of reducing fatal motor vehicle crashes in Ohio. The OCJS reserves the right to require funding adjustments as deemed appropriate based on the proposal's scope of work and funding availability.

For FFY 2012, all Safe Communities grant-related activities must be conducted under the following guidelines.

Data Collection and Analysis

All Safe Communities programs are required to collect (and update) local jurisdiction data. Gather information such as demographics, assessments of high risk crash locations or situations, costs due to injury, and other pertinent data to establish a clear problem identification in the county. The data and information should be analyzed to determine the most severe problems in the county. This information can be used to determine how the problems will be addressed.

Coalition Building

The Safe Communities program can not survive solely on the efforts of the coordinator. The Safe Communities coordinator should seek the active participation and partnership of law enforcement agencies, schools, government officials, engineers, service organizations, health and medical providers, businesses, media, concerned citizens, county/community leaders and others interested in improving traffic safety in the community. The coalition should reflect the ethnic/non English speaking diversity of the county. The coalition should strive to establish community ownership and support for traffic safety related programs.

Safe Communities programs must conduct a minimum of four coalition meetings during the grant period. Copies of signature rosters and the coalition meeting agenda must be kept on file and made available during an OTSO grant monitoring visit. **Costs relating to food for meetings, award banquets, etc. are not an allowable cost in FFY 2012.**

Traffic Safety Strategies

Based on a county's population, a grant proposal must specify strategies in specific safety program areas for FFY 2012. Outreach efforts should be made and materials should be provided to reach the county's ethnic and/or limited English speaking populations (materials can be requested from the OCJS).

Programs with a population under 400,000 (based on 2010 census) may conduct strategies focusing on a maximum of four specific traffic safety areas.

Programs with a population of 400,000 and higher may conduct strategies focusing on a maximum of five specific traffic safety areas.

To determine the jurisdictions' population, please see 2010 Census figures at the Ohio Department of Development's web site at: <http://development.ohio.gov/research/Census2010.htm>

These three specific traffic safety program areas must be addressed:

- 1) Impaired Driving/Alcohol-related fatal crashes
- 2) Seat Belt Usage "Click It or Ticket/What's Holding You Back?" initiatives
- 3) Motorcycle Awareness

If another program area can be justified by local fatal crash problem identification, it could be submitted in the proposal for consideration.

FFY 2012 Safe Communities Requirements

- 1) Each Safe Communities Coalition must coordinate a Fatal Crash Data Review Committee to review each fatal crash occurring in their county. The committee must include (at a minimum) a representative from Law Enforcement, a representative from Engineering, a representative from Health, a representative from Education and the Safe Communities Coordinator. The committee will review each fatal crash, looking at elements to determine if certain trends or patterns can be identified from the reviews. The committee will report to the coalition any trends or patterns and on how these trends will affect future programming. The committee must meet in any quarter that a fatality has been reported in the jurisdiction. Any identified trends or patterns will be reported in the monthly report.
- 2) Each Safe Communities will be required to submit to their local media a press release by the 15th day of each month an update on the traffic fatalities in their county compared to the traffic fatalities for the previous year. For example: In February, Adams County experienced one fatal crash resulting in two deaths. Last year in Adams County, we had no fatal crashes. As of this date, Adams County has experienced two fatal crashes resulting in three deaths.
- 3) Each Safe Communities work plan must conduct restraint usage surveys. The number of observational surveys to be conducted will be determined by the OCJS. Possible survey dates could include one following the "Click It or Ticket" mobilization in June and one in September to establish the final rate for the year. Surveys must be compiled using approved OCJS methodology. A maximum of **50** hours per survey is allowed.
- 4) Each Safe Communities program will be required to actively participate in the following mandatory blitzes, a motorcycle campaign and two national enforcement campaigns during FFY 2012. These campaigns/blitzes include:
 - Halloween
 - Thanksgiving
 - Christmas/New Years
 - Super Bowl
 - St. Patrick's Day
 - Prom Season
 - 4th of July
 - Homecomings

- Motorcycle Awareness (March – September)
- Click it or Ticket (May – June)
- National alcohol crackdown. (August – September)

Additionally each Safe Communities program will be required to coordinate a “Click it or Ticket” kickoff event in May and a national alcohol crackdown media event in August. These events must include participation, at a minimum, by your coalition members, local law enforcement and community leaders.

- 5) Each Safe Communities program must participate in their county fair or one other summer event. Participation must include at a minimum:
 - Have a booth to promote your message.
 - Increase public awareness about use of seat belts.
 - Increase public awareness about impaired driving.
 - Increase public awareness about motorcycle safety issues.
 - Increase public awareness of your coalition and your efforts within the community.
- 6) Each program should use the resources in their communities for promotional and educational materials. A minimal amount for promotional/educational materials may be approved in the grant. These items must be specifically identified as to the purpose and need for these items along with estimates of cost included in the budget. These items should complement the program area that is addressed with each countermeasure.

Allowable Costs

Personnel/Coordination Expenses (Salaries and Wages)

Payment of personnel costs is allowable when necessary to achieve the goals of the grant agreement.

Personnel activity reports are required for all individuals working on this federal grant program. These reports, at a minimum, must document date worked, actual activity performed and the number of hours per day to be charged to this agreement. This written document must be signed by the individual and their immediate supervisor. It must be maintained by the administering agency and must be submitted as a part of the required reimbursement documentation.

Only labor and specific fringe benefits (i.e. Retirement, Workers’ Compensation, Medicare, etc.) costs associated with OCJS-funded grant programs are eligible for reimbursement.

Only reimbursements for personnel (labor) costs based on actual hours worked are allowable. Labor cost based on a percentage of hours worked will not be accepted for reimbursement. Leave hours (i.e., sick, vacation, personal, holiday, etc) are not reimbursable as direct labor.

Contractual Services

Payment of contractual services is allowable when necessary to achieve the goals of the grant agreement. Costs are allowable for products, highway safety consultants, personal services and/or individuals for support services, provided applicable state and local procurement procedures are followed and documentation is available that describes the official contract and procurement practices. All sub-contracts and all purchases made under a sub-contract with any one vendor in excess of a combined total of \$5,000 must be submitted to the OCJS for review and approval prior to their execution and are subject to the same laws, regulations, and policies that govern this agreement. Such contracts and procurements must include “Special Provisions” as provided by the OCJS. Each request will be analyzed for its necessity, appropriateness, potential benefit and impact.

Meetings and Conferences

The cost to conduct in-state meetings and/or conferences where the primary purpose is the dissemination of traffic safety information is allowable. An agenda must be submitted to the OCJS. Costs may include transportation, rental of meeting facilities and other meeting-related costs. **Costs relating to food for meetings, award banquets, etc. are not an allowable cost in FFY 2012.**

Vehicle Mileage

Costs for vehicle mileage reimbursed to an agency's employees will be reimbursed at the current rate of the agency. The potential sub-grantee must submit a copy the agency's vehicle mileage rate policy with the proposal.

Vehicle mileage will not be reimbursed when using the agency's vehicle.

Vehicle mileage to and from an employee's place of residence is not an allowable cost for reimbursement.

Programs under 400,000 in population may claim up to 4,000 miles per year.

Programs with populations of 400,000 or more may claim up to 5,000 miles per year.

Travel

Each program shall apply for \$300 for in-state travel (conferences/workshops).

Each program shall apply for \$2,000 for an OCJS approved conference.

No international travel is fundable.

A current travel policy must be submitted with the proposal (attach electronically, fax or mail).

Promotional Materials

Educational and promotional materials must be specifically identified as to the purpose and need for these items along with estimates of cost included in the budget. These items should complement the program areas that you are addressing with your countermeasures. All educational and promotional must be submitted to and approved by the OCJS on a Request to Purchase form **prior** to incurring the cost.

Incentive items will be reviewed on a case by case basis. The OCJS recommends that programs work within their communities to get incentive items to complement their programs. All educational, promotional, and incentive items must be necessary to your program and must support the traffic safety initiatives that have been proposed.

Equipment

Goal-related equipment may be fundable, with conditions, for selected items. All purchases must be submitted to and approved by the OCJS on a Request to Purchase form **prior** to incurring the cost. Each request will be analyzed for its necessity, appropriateness, potential benefit and impact.

Supplies and Materials

A limited amount of activity-specific supplies may be approved. It is the OCJS's expectation that the potential sub-grantee will provide general office supplies and expenses, exclusive of the grant as it does for any employee. Printing costs for large volume public information, educational and promotional materials may be allowable. All supply and material requests must be submitted to and approved by the OCJS on a Request to Purchase form **prior** to incurring the cost.

Phone

If not already provided by the agency, the OCJS will reimburse up to \$30.00 per month for cell phone and/or long distance usage. Invoice must be submitted for reimbursement.

Training

The cost of training personnel for highway safety purposes may be funded when the training supports both the goals and scope of work of the approved grant program and those of the ODPS/OCJS. The cost to pay for an individual's salary while pursuing training or to pay the salary of the individual's replacement (except to the extent that the individual's salary is already supported with highway safety funds under an approved grant) is considered supplanting and is not allowed.

Costs to develop new training curricula are allowable if they do not duplicate materials already developed for similar purposes by the U.S. DOT/NHTSA or by the ODPS/OCJS. All materials must be approved by the OCJS.

All purchases must be submitted to and approved by the OCJS on a Request to Purchase form **prior** to incurring the cost.

Public Information and Education (PI&E)

Costs to develop public awareness and education promotional materials are allowable if they do not duplicate materials already developed for similar purposes by the U.S. DOT/NHTSA or by the ODPS/OCJS. Costs are also allowable to support promotional campaigns and activities that encourage the general public to adopt highway safety practices. All public service announcements created with the aid of federal funds must contain closed-captioning for the hearing impaired.

All purchases must be submitted to and approved by the OCJS on a Request to Purchase form **prior** to incurring the cost.

Petty Cash

Expenses paid with petty cash accounts may be funded when the expense supports both the goals and scope of work of the approved grant program. The sub-grantee must submit a copy of their agency's petty cash policy.

Rate/Cost Allocation Charges

Costs that cannot be charged as an actual cost and are charged to a program on a percentage basis (e.g., phone, copies, postage, etc.) can be reimbursed based on a rate/cost allocation plan. Any agency wanting to claim these costs, must submit to the OCJS a copy of their agency's rate/cost allocation plan showing the following: the list of programs/grants the costs are being distributed between, the percentage being charged to each program/grant, the list of costs being charged (with explanation if not clear), dollar amount being charged for that cost, and grand total being charged to the programs/grants. If the rate/cost allocation plan shows more costs than you want to claim on your grant, mark which costs you are claiming on the grant.

Unallowable Costs

Advertising/Public Communications

Costs to purchase paid media are unallowable. This includes, but is not limited to, the purchase of television, radio, print, outdoor or Internet.

Alcoholic Beverages

The purchase of alcoholic beverages is unallowable.

Food

Food related expenses are unallowable.

Vehicle Fuel

Costs for vehicle fuel are unallowable.

Entertainment

Costs of entertainment, including amusement, diversion and social activities, and any costs directly associated with such costs (e.g., movies, shows, sports events, meals, lodging, rentals, transportation, gratuities, etc.) are unallowable.

Office Furnishings and Fixtures

Costs for the purchase of office furnishings and fixtures are unallowable.

Lobbying

The cost of influencing U.S. Congress, federal agency officials and/or state agency officials/staff for activities associated with obtaining grants, contracts, cooperative agreements or loans is unallowable. The use of federal funds for reimbursing expenses for lobbying activities is also not allowable. However, federal regulations do not restrict reimbursement of a potential sub-grantee for providing factual information or educational services upon request from a legislative body.

Central Service Charges

Costs for certain operational services provided to an agency on a centralized basis are unallowable. To be eligible for a reimbursement, a cost must be documented with an actual transfer of funds. Operational services costs that can be documented with a transfer of funds must be charged under the Supplies and Materials.

Grant Proposal Preparation and Submission

Costs for preparation and submission of grant proposal(s) other than traffic safety related grants are unallowable.

Guidelines for Preparing the Safe Communities Proposal

Goals/Baselines/Evaluations

The goals for the proposed project reflect how the program will impact the community's traffic safety problems. These goals guide the entire scope of work and evaluation of the project. The project goals must be clearly stated and identify the realistic outcome(s). The baseline established the current status for each goal. The evaluation describes how the project's impact on the stated goals will be measured. The OCJS does not expect extensive evaluation components; however, the evaluation must be completed in a manner that reflects the impact of the program.

Required Goals/Baselines/Evaluations are listed below. This information has already been entered into the online GRANTS system, complete the blanks and provide a scope (a realistic and comprehensive approach to achieve the goal) as required.

Required Goals:

Seat Belt Goal

Goal Number: 1

Goal Title: Seat Belt Goal

Goal Description: Increase seat belt restraint usage to _____% by September 30, 2012.

Baseline: The current county seat belt restraint usage baseline (provided by Miami University) is ____%.

Evaluation: Comparison of highest observational survey compiled using approved OCJS methodology to the baseline usage.

Use the following table to establish the required restraint usage goal.

Restraint Usage Goal Guidelines	
Baseline	Goal
65% and under	Increase baseline by 10 percentage points
66% - 72%	Increase baseline by 7 percentage points
73% - 80%	Increase baseline by 5 percentage points
81% or higher	Increase baseline by 4 percentage points

Public Awareness Goal

Goal Number: 2

Goal Title: Public Awareness Goal

Goal Description: Increase public awareness of seat belt usage, impaired driving, distracted driving and other problem ID specific traffic safety related issues in _____ County.

Baseline: In FFY 2010, reached _____people. Distributed_____ materials (number and type). Issued _____ news releases. Received _____ media coverage.

Scope: Promote the OCJS specified traffic safety campaign messages through the use of the media planners and marketing materials, staff a space/booth during one large summer event, distribute traffic safety related materials, provide campaign specific information to local media outlets, promote the two national mobilizations and serve as a traffic safety resource within the county.

Evaluation: Number of people reached, number and types of materials distributed, number of news releases issued and media coverage received.

Motorcycle Safety Goal

Goal Number: 3

Goal Title: Motorcycle Safety

Goal Description: Increase motorcycle safety awareness among motorcyclists and motorists in _____ County between March 1, 2012 and September 30, 2012.

Baseline: In FFY 2010, reached _____ people. Distributed _____ materials (number and type). Issued _____ news releases. Received _____ media coverage.

Scope: Promote motorcycle safety messages to motorcyclists and motorists through the use of the media planners and marketing materials.

Evaluation: Number of people reached, number and types of materials distributed, number of news releases issued and media coverage received

Coalition Building Goal

Goal Number: 4

Goal Title: Coalition Meeting Goal

Goal Description: Conduct a minimum of four coalition meetings during the grant year.

Baseline: Last year, _____ meetings were conducted, _____ new members joined, _____ members were active in activities/events, _____ members were representative of ethnic and/or limited English speaking communities.

Evaluation: Number of meetings, number of new members, number of members active in participating in activities/events, number of representative of ethnic and/or limited English speaking communities.

Fatal Crash Data Review Committee Goal

Goal Number: 5

Goal Title: Fatal Crash Data Review Goal

Goal Description: Conduct a Fatal Data Review Committee meeting in any quarter that a fatality is reported in the jurisdiction to review fatal crash reports to identify

patterns or trends that could increase impact of traffic safety countermeasures.

Baseline: Last year, ____ meetings were conducted, ____ news releases were issued, ____ countermeasures were recommended and ____ countermeasures were implemented.

Evaluation: Number of meetings, number of news releases issued and media coverage received, countermeasures recommended and/or implemented.

Scope of Work

Based on the identified traffic safety problems in the community served by the agency, describe a realistic and comprehensive approach that will impact the problem. Document which agencies and individuals will be involved in the project and what they will contribute to the project. Identify the project's relevant tasks and activities. Activity details (i.e. dates, locations, etc) will be included in the work plan. If media is to be a part of the project, describe their anticipated involvement. Items listed in the budget must correspond to the scope of work and/or work plan.

Work Plan – Activities/Events

All required activities (mandatory blitzes, national mobilizations, kick-off events, etc.) have been entered into the online GRANTS system. After the required information has been entered, hit save. If you wish to enter another activity for the same event, hit the add button. A generic Work Plan – Activity/Event form has been provided for events that have not been pre-entered into the GRANTS system.

Minimum acceptable information in work plan is:

Activity Description – Required – Enter an activity description/justification here.

Approximate Date(s) – Required – Minimum required is a month date range; however if you know the date of the activity, you may enter the date.

Location – **Not** Required – This field is not required; however, if known, you may enter the location.

of Staff Involved – **Not** required

of Media Contacts Planned – Required – Enter the number of media contacts you plan to invite/notify of the event (we don't expect you to guarantee them to cover the event/activity).

Estimated Number of Staff Hours Per Activity – Required – Enter the estimated number of hours for the activity (not per person) – see note below.

NOTE: The number of hours requested in the budget must equal the number of hours submitted in the work plan.

Add a work plan activity to allow for administration hours.

All activities proposed in the work plan must support proposed goals and further define scope of work.

Work Plan – Meetings

The required coalition and fatal crash data review meetings have been entered into the online GRANTS system. A generic work plan – meeting form has been provided for meetings that have not been pre-entered into the GRANTS System.

Minimum acceptable information in work plan is:

Activity Description – **Not** required – however, if you think we need additional information other than the activity name, or if you think we will question the activity without additional details, you can enter an activity description/justification here.

Approximate Date(s) – Required – Minimum required is a month date range; however if you know the date of the activity, you may enter the date.

Number of Meetings Planned – Required – enter the number of meetings you plan to conduct/attend during the year.

Location – **Not** Required – This field is not required; however, if known, you may enter the location.

of Staff Involved – **Not** required

of Media Contacts Planned – Required – Enter the number of media contacts you plan to invite/notify of the event (we don't expect you to guarantee them to cover the event/activity).

Estimated Number of Staff Hours Per Activity – Required – Enter the estimated number of hours for the activity (not per person) – see note below.

NOTE: The number of hours requested in the budget must equal the number of hours submitted in the work plan.

All activities proposed in the work plan must support proposed goals and further define scope of work.

Work Plan – Seat Belt Surveys

The required June and September surveys have been entered into the online GRANTS system. A generic work plan – seat belt survey form has been provided if needed for additional seat belt surveys (baseline survey if needed).

A maximum of **50** hours is allowed per observational survey.

Minimum acceptable information in work plan is:

Activity Description – Required – however, if you think we need additional information other than the activity name, or if you think we will question the activity without additional details, you can enter an activity description/justification here.

Approximate Date(s) – Required – Minimum required is a month date range; however if you know the date of the activity, you may enter the date.

Location – **Not** Required – This field is not required; however, if known, you may enter the location.

of Staff Involved – **Not** required

of Media Contacts Planned – Required – Enter the number of media contacts you plan to invite/notify of the event (we don't expect you to guarantee them to cover the event/activity).

Estimated Number of Staff Hours Per Activity – Required – Enter the estimated number of hours for the activity (not per person) – see note below.

NOTE: The number of hours requested in the budget must equal the number of hours submitted in the work plan.

Safe Communities Budget

Direct Labor

Identify the employee, position, number of hours and hourly rate for each position that will be funded through the grant. If the person is an employee of the agency, list the number of hours and the hourly rate under the Direct Labor Section. If the person working on the grant is not an employee of the sub-grantee agency, add the number of hours and hourly rate under the Contractual Labor Section. The computer will add the number of hours listed in the work plan

activities and the hours listed on the budget worksheets. The number of hours requested in the budget must equal the number of hours submitted in the work plan.

Labor Fringe Benefit

Itemize the agency's fringe rates. Only the employer's share is eligible. The computer will total all of the agency's fringe rates to calculate a total fringe percentage and will calculate the total labor fringe benefit cost. Documentation verifying fringe percentages must be available to the OCJS upon request.

Vehicle Mileage

Itemize mileage necessary for direct employees to conduct the activities of the grant in this section. Costs for vehicle mileage reimbursed to an agency will be reimbursed at the current rate of the agency. A current copy of the agency's mileage policy must be submitted with the proposal. Vehicle mileage will not be reimbursed when using the agency's vehicle. Vehicle mileage to and from an employee's place of residence is not an allowable cost for reimbursement. Costs for fuel are unallowable. All claims for mileage must be accompanied by mileage logs.

Travel Expense

Identify in-state travel to conferences, meetings and training activities. Transportation, meals and lodging should be estimated for each trip. Multiple trips to like events can be listed on one line (e.g., six meetings @ \$25 each). No international travel is fundable. All claims for travel reimbursement must be accompanied by a Conference/Workshop Report form.

A current travel policy must be submitted with the proposal (attach electronically, fax or mail).

All purchases must be submitted to and approved by the OCJS on a Request to Purchase form **prior** to incurring the cost.

Supplies and Materials

Supplies and materials associated with the projected must be listed in this section. Supplies and materials are items with a cost of \$999 or less per item. Reminder: Costs for certain operational services provided to an agency on a centralized basis are unallowable. To be eligible for reimbursement, a cost must be documented with an actual transfer of funds. Operational services costs that can be documented with a transfer of funds must be charged under Supplies and Materials.

Note: Only a basic description is required in the proposal budget, an itemized cost is NOT required. All purchases must be submitted to and approved by the OCJS on a Request to Purchase form **prior** to incurring the cost.

Equipment

Equipment that will be purchased to carry out the scope of work must be itemized in this section. Equipment is defined as an item purchased - not rented, leased or licensed - which has a total cost of \$1,000 or more per item and a useful life of at least one year. Do not list specific manufacturers by name, only the type of equipment to be purchased.

Note: Only a basic description is required in the proposal budget, an itemized cost is NOT required. All purchases must be submitted to and approved by the OCJS on a Request to Purchase form **prior** to incurring the cost.

Other Direct Costs

Other direct costs associated with the project must be listed in this section. These may include layout and design costs for printed pieces, printing costs, postage, etc. Each request will be analyzed for its necessity, appropriateness, potential benefit and impact.

Note: Only a basic description is required in the proposal budget, an itemized cost is NOT required. All purchases must be submitted to and approved by the OCJS on a Request to Purchase form **prior** to incurring the cost.

Contractual Services

The cost of contractual services associated with the project must be itemized in this section. Do not list specific contractors by name, only services to be purchased. Each request will be analyzed for its necessity, appropriateness, potential benefit and impact.

Note: Only a basic description is required in the proposal budget, an itemized cost is NOT required. All purchases must be submitted to and approved by the OCJS on a Request to Purchase form **prior** to incurring the cost.

NOTE: Please verify that all items listed in the budget correspond to the project's scope of work, evaluation, or work plan.

The Office of Criminal Justice Services (OCJS) will use the following criteria to determine each grant proposal's funding eligibility: (1) met the submission deadline; (2) met the minimum proposal requirements; and (3) explained how the proposal specifically helps reduce Ohio's traffic related fatal crashes.

The OCJS will award grants based on: (1) the amount of funding available to the OCJS; (2) the total number of proposals submitted to the OCJS; and (3) past performance of the sub-grantee (if applicable).

The OCJS reserves the right to limit the number of grants awarded and the awarded amounts at any time based on available funding, ability to impact statewide goals, and performance.

FFY2012 Highway Safety Grant Proposals must be submitted via the website no later than 11:59 p.m. on Friday, July 1, 2011. Late proposals will not be considered for funding. OCJS is not responsible for applicant's personal computer or internet access failure occurring at the proposal deadline. In the event that the OCJS experiences an internal server malfunction, the OCJS will notify Proposal Administrators of an updated submission deadline.

Traffic Engineering

The OCJS will fund roadway safety projects that support roadway analysis by focusing on intersection studies in FFY 2012. Funds will be provided to perform a safety engineering study at high-risk intersections in the jurisdiction as outlined in the Traffic Engineering Manual. Given the expanded scope of work requirements for the study this year projects up to \$20,000 will be considered.

Since FFY 2005, the OCJS has partnered with ODOT's Systems Planning and Program Management Office to coordinate and conduct Safety Conscious Planning Workshops in cooperation with the Metropolitan Planning Organizations (MPOs) across the state. Intersection studies associated with the regional safety work plans developed through a MPO's Safety Conscious Planning effort will be given first consideration for funding.

The OCJS reserves the right to require funding adjustments as deemed appropriate based on the proposal's scope of work and funding availability.

Allowable Costs

Contractual Services

Costs are allowable for highway safety consultants; the consultant must be on the Ohio Department of Transportation's approved consultant list. All contracts for consultation services with any one vendor in excess of a combined total of \$5,000 must be submitted to the OCJS for review and approval prior to their execution and are subject to the same laws, regulations, and policies that govern this potential agreement. Such contracts must include "Special Provisions" as provided by the OCJS.

For safety studies performed by consultants that will be used to apply for funding through the Ohio Department of Transportation (ODOT) Safety Program, the consultant must be pre-qualified by attending and successfully completing the ODOT Traffic Academy Safety Study.

The ultimate goal of the safety study course work and testing is to ensure qualified consultants are hired to perform studies and design services for ODOT's transportation projects.

Unallowable Costs

Consultation Services

Consultation services may not be performed by the sub-grantee agencies employees, to conduct the study.

Equipment

Will not be funded.

Supplies and Materials

Will not be funded.

Facilities and Construction

Costs associated with construction or re-construction are unallowable.

Office Furnishings and Fixtures

Costs for the purchase of office furnishings and fixtures are unallowable.

Grant Proposal Preparation and Submission

Costs for preparation and submission of grant proposal(s) are unallowable. This includes costs associated with any pre-grant or pre-activity meeting associated with grant(s).

Guidelines for Preparing the Traffic Safety Engineering Grant Proposal

Goals/Baselines/Scope/Evaluation

Required Goals/Baselines/Evaluations are listed below. To reduce processing time, **copy and paste the Goal Description and Baseline information into your online grant proposal.** This information is also located in the Help Menu on the GRANTS System. Complete the blanks. The Scope and Evaluation have already been entered into the system for your convenience.

- Goal Number:** 1
- Goal Title:** Intersection or Corridor Study
- Goal Description:** Conduct intersection study at _____(name of intersection) in _____ (city/township).
- Baseline:** The most recent calendar year for which crash data are available is 20__ (year). The top 10 crash intersections based on the three years of crashes from ____ (year) to ____ (year) in _____ (name of jurisdiction) are listed in the General Attachment. (List intersections from 1 – 10, with 1 having the most fatal/injury crashes). The intersection identified in the goal description was selected because _____ (provide justification).
- Scope:** Consultant will perform intersection study to include but not limited to:
Review OH-1 reports
Identify existing conditions with condition diagram, roadway features, physical conditions
Collect Average Daily Traffic including manual turning movement counts (7-10am, 11am-2pm, 3-6pm)
Signal warrants and current signal timings
Crash Analysis with collision diagrams for 2008– 2010
Conduct capacity analysis
Evaluation of geometrics at signalized intersection
Rate of Return Calculation for suggested improvements
Photos at 200', 600', and 1000' distance from intersections and cross corner sight distance
At least 2 meetings with the entity to kick off the study and present findings
Conclusions and list of recommended improvements
Prepare report
- Evaluation:** Submit report per Traffic Engineering Manual guidelines including the above information, an executive summary including statement of purpose, background, possible causes, **recommended short, medium and long term countermeasures** and the associated cost.

Top 10 Crash Intersections

List the top ten crash intersections in the jurisdiction. For each intersection list: the total number of crashes for the years indicated, the number of injury crashes and the number of fatal crashes. Under status list: any studies (being performed or planned), any improvements (being performed or planned), or any other intersection specific information that is important. Under additional information – list any additional intersections that will included in a corridor study along with the rank, number of crashes, number of injury, number of fatal and status information.

Certification

By checking the box, the submitting agency verifies that they have check with local municipalities and ODOT to verify that the proposed intersection(s) have not been recently studied or are not on a list to be studied.

Engineering Budget

Contractual Services

The cost of contractual services associated with the project must be itemized in this section. Contractual services can include fees for engineering services. Do not list specific contractors or consultants by name, only services to be provided. Each request will be analyzed for its necessity, appropriateness, potential benefit and impact.

The Office of Criminal Justice Services (OCJS) will use the following criteria to determine each grant proposal's funding eligibility: (1) met the submission deadline; (2) met the minimum proposal requirements; and (3) explained how the proposal specifically helps reduce Ohio's traffic related fatal crashes.

The OCJS will award grants based on: (1) the amount of funding available to the OCJS; (2) the total number of proposals submitted to the OCJS; and (3) past performance of the sub-grantee (if applicable).

The OCJS reserves the right to limit the number of grants awarded and the awarded amounts at any time based on available funding, ability to impact statewide goals, and performance.

FFY2012 Highway Safety Grant Proposals must be submitted via the website no later than 11:59 p.m. on Friday, July 1, 2011. Late proposals will not be considered for funding. OCJS is not responsible for applicant's personal computer or internet access failure occurring at the proposal deadline. In the event that the OCJS experiences an internal server malfunction, the OCJS will notify Proposal Administrators of an updated submission deadline.

General Grant Proposals

This proposal is NOT to be used by Law Enforcement Agencies for law enforcement activities.

By submitting a grant proposal, your agency, if awarded a grant agreement, is agreeing to join a statewide partnership with the common goal of reducing fatal motor vehicle crashes in Ohio. The OCJS reserves the right to require funding adjustments as deemed appropriate based on the proposal's scope of work and funding availability.

General traffic safety grant proposals must demonstrate cost effectiveness, measurable results, and the potential to positively impact the traffic-related goals both at the state and local levels. If it is appropriate for the grant activity, outreach efforts should be made and materials should be provided to reach the jurisdiction's ethnic/non English speaking populations (materials can be requested from the OCJS).

Typical Criteria used in Selecting General Projects:

- Why is the project needed?
- What is the purpose of the project and what does it intend to accomplish?
- How does the proposed project reduce the overall number of traffic related fatalities in Ohio?
- Does the project address the needs of Ohio's ethnic and/or limited English speaking populations?
- Who is being served by the proposed project and how does this relate to identified high risk groups in the State?
- Where will the project be undertaken and how does it relate to identified high risk areas in the State?

Examples of why proposals get turned down? Proposals that:

- Are not performance-based and data-driven or will have little impact on reducing traffic related fatalities ("feel good" projects)
- Do not relate to the traffic safety problems identified by the OCJS problem identification process
- Are of poor quality
- Submitted by organizations or agencies that have had a poor performance record in managing projects
- Use Federal funding to replace existing State or local funding instead of funding a new or expanded effort ("supplanting," is prohibited by Federal regulation)
- Support the general operations of an organization or agency
- Fund staff positions that do not relate to the proposed project

Allowable Costs

Personnel/Coordination Expenses (Salaries and Wages)

Payment of personnel costs is allowable when necessary to achieve the goals of the grant agreement.

Personnel activity reports are required for any individual working on this federal grant program. These reports, at a minimum, must document date worked, actual activity performed and the number of hours per day to be charged to this agreement. This written document must be signed

by the individual and their immediate supervisor. It must be maintained by the administering agency and must be a part of the reimbursement documentation required.

Only labor and specific fringe benefits (i.e. Retirement, Workers' Compensation and Medicare, etc.) costs associated with OCJS-funded grant programs are eligible for reimbursement.

Only reimbursements for personnel (labor) costs based on actual hours worked are allowable. Labor cost based on a percentage of hours worked will not be accepted for reimbursement. Leave hours (i.e., sick, vacation, personal, holiday, etc) are not reimbursable as direct labor hours.

Contractual Services

Payment of contractual services is allowable when necessary to achieve the goals of the grant agreement. Costs are allowable for products, highway safety consultants, personal services and/or individuals for support services, provided applicable state and local procurement procedures are followed and documentation is available that describes the official contract and procurement practices. All sub-contracts and all purchases made under a sub-contract with any one vendor in excess of a combined total of \$5,000 must be submitted to the OCJS for review and approval prior to their execution and are subject to the same laws, regulations, and policies that govern this agreement. Such contracts and procurements must include "Special Provisions" as provided by the OCJS. Each request will be analyzed for its necessity, appropriateness, potential benefit and impact.

Meetings and Conferences

The cost to conduct in-state meetings and/or conferences where the primary purpose is the dissemination of traffic safety information is allowable. An agenda must be submitted to the OCJS. Costs may include transportation, rental of meeting facilities and other meeting-related costs. **Costs relating to food for meetings, award banquets, etc. are not an allowable cost in FFY 2012.**

Equipment

Goal-related equipment may be fundable with conditions. Each equipment request will be analyzed for its necessity, appropriateness, potential benefit and impact.

Note: Only a basic description is required in the proposal budget, an itemized cost is NOT required. All purchases must be submitted to and approved by the OCJS on a Request to Purchase form **prior** to incurring the cost.

Supplies and Materials

A limited amount of activity-specific supplies may be allowed. It is the OCJS's expectation that the potential sub-grantee will provide general office supplies and expenses, exclusive of the grant as it does for any employee. Printing costs for large volume public information, educational and promotional materials are allowable.

Note: Only a basic description is required in the proposal budget, an itemized cost is NOT required. All purchases must be submitted to and approved by the OCJS on a Request to Purchase form **prior** to incurring the cost.

Travel

Costs may be fundable for travel-related expenses when such expenses are for specific services benefiting both the goals of the approved grant program and those of the ODPS/OCJS. A current copy of the agency's travel policy must be submitted with the proposal. All travel-related costs must be submitted to and approved by the OCJS on a Request to Purchase form prior to incurring any travel costs. No international travel is fundable.

Training

The cost of training personnel for highway safety purposes may be funded when the training supports both the goals and scope of work of the approved grant program and those of the ODPS/OCJS.

Costs to develop new training curricula are allowable if they do not duplicate materials already developed for similar purposes by the U.S. DOT/NHTSA or by the ODPS/OCJS. Materials must be approved by the OCJS.

NOTE: All purchases must be submitted to and approved by the OCJS on a Request to Purchase form **prior** to incurring the cost.

Public Information and Education (PI&E)

Costs to develop public awareness and education promotional materials are allowable if they do not duplicate materials already developed for similar purposes by the U.S. DOT/NHTSA or by the ODPS/OCJS. Costs are also allowable to support promotional campaigns and activities that encourage the general public to adopt highway safety practices. All public service announcements created with the aid of federal funds must contain closed-captioning for the hearing impaired.

NOTE: All purchases must be submitted to and approved by the OCJS on a Request to Purchase form **prior** to incurring the cost.

Petty Cash

Expenses paid with petty cash accounts may be funded when the expense supports both the goals and scope of work of the approved grant program. The potential sub-grantee must submit a copy of their agency's petty cash policy.

Rate/Cost Allocation Charges

Costs that cannot be charged as an actual cost and are charged to a program on a percentage basis (e.g., phone, copies, postage, etc.) can be reimbursed based on a rate/cost allocation plan. Any agency wanting to claim these costs, must submit to the OCJS a copy of their agency's rate/cost allocation plan showing the following: the list of programs/grants the costs are being distributed between, the percentage being charged to each program/grant, the list of costs being charged (with explanation if not clear), dollar amount being charged for that cost, and grand total being charged to the programs/grants. If the rate/cost allocation plan shows more costs than you want to claim on your grant, mark which costs you are claiming on the grant.

Vehicle Mileage

Costs for vehicle mileage reimbursed to an agency's employees will be reimbursed at the current rate of the agency. The potential sub-grantee must submit a copy the agency's vehicle mileage rate policy with the proposal.

Vehicle mileage will not be reimbursed when using the agency's vehicle.

Vehicle mileage to and from an employee's place of residence is not an allowable cost for reimbursement.

Unallowable Costs

Advertising/Public Communications

Costs to purchase paid media are unallowable. This includes, but is not limited to, the purchase of television, radio, print, outdoor or Internet.

Equipment

Non-goal/traffic related equipment is an unallowable expenditure for funding under this grant program.

Certain Labor Costs

Clerical support, dispatch services and costs associated with court appearances are not allowable.

Alcoholic Beverages

The purchase of alcoholic beverages is unallowable.

Food

Food related expenses are unallowable.

Vehicle Fuel

Costs for vehicle fuel are unallowable.

Entertainment

Costs of entertainment, including amusement, diversion and social activities, and any costs directly associated with such costs (e.g., movies, shows, sports events, meals, lodging, rentals, transportation, gratuities, etc.), are unallowable.

Facilities and Construction

Costs associated with the construction or re-construction of the following items are unallowable:

Highway Construction, Maintenance, Redesign

Construction or Reconstruction of Driving Ranges, Towers, Skid Pads

“Rails for Trails” and Bicycle Trails

Highway Safety Appurtenances (longitudinal barriers, sign and luminary supports, utility poles)

Construction, Rehabilitation, or Remodeling for Any Building or Structure

Other Infrastructures

Cost of Land

Office Furnishings and Fixtures

Costs for the purchase of office furnishings and fixtures are unallowable.

Lobbying

The cost of influencing U.S. Congress, federal agency officials and/or state agency officials/staff for activities associated with obtaining grants, contracts, cooperative agreements or loans is unallowable. The use of federal funds for reimbursing expenses for lobbying activities is also not allowable. However, federal regulations do not restrict reimbursement of a potential sub-grantee for providing factual formation or educational services upon request from a legislative body.

Central Service Charges

Costs for certain operational services provided to an agency on a centralized basis are unallowable. To be eligible for a reimbursement, a cost must be documented with an actual transfer of funds. Operational services costs that can be documented with a transfer of funds must be charged under the Supplies and Materials.

Grant Proposal Preparation and Submission

Costs for preparation and submission of grant proposal(s) other than traffic safety related grants are unallowable.

Guidelines for the General Grant Proposal

Goals and Baselines

The goals for the proposed project will reflect how it is anticipated that the program will affect the community's traffic safety problems. These goals should guide the entire scope of work and evaluation of the project. The project goals must be clearly stated and identify realistic outcome(s) that are anticipated. A project can have one or multiple goals. If multiple goals are listed, they should be numbered (e.g., 1, 2, 3, etc.).

Goal statements include what results are sought (e.g., decrease fatalities, increase seat belt usage, decrease alcohol-related crashes). When appropriate, quantify the change that will occur as a result of the proposed activity (e.g., reduce crash frequency, increase usage rates, reduce speed related crashes, increase perceived risk of crash involvement, complete database development, increase membership on a task force, etc.). Provide a timeframe for when the change will occur.

In addition, a baseline must be reported for each project goal. This baseline establishes the current status of the goal and implies the amount of impact / change the project has been designed to create.

Scope of Work

Based on the identified traffic safety problems in the community served by the agency, describe a realistic and comprehensive approach that will impact the problem. Identify the project's relevant tasks and activities. If media is to be a part of the project, describe their anticipated involvement. Items listed in the budget must correspond to the scope of work and/or work plan.

Program Impact/Evaluation

This section describes how the project's impact on the stated goals will be measured. The OCJS does not expect extensive evaluation components; however, the evaluation should be completed in a manner that reflects the impact of the program and provides the agency useful information about the program's progress.

The data used for the evaluation strategy should be specific to the jurisdiction and should be collected by the agency conducting the program or another agency in the jurisdiction. Attempt to demonstrate that the project activity impacted the problem (i.e., that behavior, attitudes, and/or knowledge changed as a result of the program).

In some cases, it is not appropriate to conduct an impact evaluation of the traffic safety program. In these cases, an administrative evaluation should be completed detailing the activity that was required to administer the program (e.g., number of pamphlets produced, number distributed, meetings held, attendees at meetings, etc.). All tasks that pertain to the evaluation of the program should be described in the work plan that is to be submitted with the proposal.

When developing an evaluation build each component from the established goals. That is, for each goal, there must be some way proposed of evaluating and determining if it has been reached.

For a more information on writing the goals/baselines, scopes, and/or the evaluation, contact the OCJS.

Work Plan

All activities proposed in the work plan must support proposed goals and further define scope of work.

Regular monthly/quarterly meetings should be added as one work plan activity. Each occurrence of the same meeting does not need to be added separately.

Minimum acceptable information in work plan is:

Main Activity – Required - choose selection from drop down.

Activity Name – Required – Provide a brief clear name of activity.

Activity Description – **Not** required – however, if you think we need additional information other than the activity name, or if you think we will question the activity without additional details, you can enter an activity description here.

Approximate Date(s) – Required – Minimum required is a month date range; however if you know the date of the activity, you may enter the date.

Location – **Not** Required – This field is not required; however, if known, you may enter the location.

of Staff Involved – **Not** required

of Media Contacts Planned – Required – Enter the number of media contacts you plan to invite/notify of the event (we don't expect you to guarantee them to cover the event/activity).

Estimated Number of Staff Hours Per Activity – Required – Enter the estimated number of hours for the activity (not per person). See note below.

Note: The number of hours requested in the budget must match the number of hours listed in the work plan.

Budget

Direct Labor

Identify the employee (if known), position, number of hours and hourly rate for each position that will be funded through the grant. The number of hours requested in the budget need to match the number of hours submitted in the work plan.

Labor Fringe Benefit

Itemize the agency's fringe rates. Only the employer's share is eligible. The computer will total all of the agency's fringe rates to calculate a total fringe percentage and will calculate the total labor fringe benefit cost. Documentation verifying fringe percentages must be available to the OCJS upon request.

Vehicle Mileage

Itemize mileage necessary to conduct the activities of the grant in this section. Costs for vehicle mileage reimbursed to an agency will be reimbursed at the current rate of the agency. Vehicle mileage will not be reimbursed when using the agency's vehicle. Vehicle mileage to and from an employee's place of residence is not an allowable cost for reimbursement. Costs for fuel are unallowable. A current mileage policy must be submitted to the OCJS.

Travel Expense

Identify in-state and out-of-state travel to conferences, meetings and training activities. Transportation, meals and lodging should be estimated for each trip. Multiple travels to like events can be listed on one line (e.g., six meetings @ \$25 each). A current travel policy must be submitted to the OCJS. All claims for travel reimbursement must be accompanied by a Conference/Workshop Report form.

All purchases must be submitted to and approved by the OCJS on a Request to Purchase form **prior** to incurring the cost.

Supplies and Materials

Supplies and materials associated with the projected must be listed in this section. Supplies and materials are items with a cost of \$999 or less per item. Reminder: Costs for certain operational services provided to an agency on a centralized basis are unallowable. To be eligible for reimbursement, a cost must be documented with an actual transfer of funds. Operational services costs that can be documented with a transfer of funds must be charged under Supplies and Materials.

Note: Only a basic description is required in the proposal budget, an itemized cost is not required. All purchases must be submitted to and approved by the OCJS on a Request to Purchase form **prior** to incurring the cost.

Equipment

Equipment that will be purchased to carry out the scope of work must be itemized in this section. Equipment is defined as an item purchased - not rented, leased or licensed - which has a total cost of \$1,000 or more per item and a useful life of at least one year. The OCJS will not consider grant proposals requesting the purchase of equipment as the sole project activity. Each request will be analyzed for its necessity, appropriateness, potential benefit and impact.

Note: Only a basic description is required in the proposal budget, an itemized cost is not required. All purchases must be submitted to and approved by the OCJS on a Request to Purchase form **prior** to incurring the cost.

Other Direct Costs

Other direct costs associated with the project must be listed in this section. These may include layout and design costs for printed pieces, printing costs, postage, etc. Each request will be analyzed for its necessity, appropriateness, potential benefit and impact.

Note: Only a basic description is required in the proposal budget, an itemized cost is not required. All purchases must be submitted to and approved by the OCJS on a Request to Purchase form **prior** to incurring the cost.

Contractual Services

Payment of contractual services is allowable when necessary to achieve the goals of the grant agreement. Costs are allowable for products, highway safety consultants, personal services and/or individuals for support services, provided applicable state and local procurement procedures are followed and documentation is available that describes the official contract and procurement practices. All sub-contracts and all purchases made under a sub-contract with any one vendor in excess of a combined total of \$5,000 must be submitted to the OCJS for review and approval prior to their execution and are subject to the same laws, regulations, and policies that govern this agreement. Such contracts and procurements must include "Special Provisions" as provided by the OCJS. Each request will be analyzed for its necessity, appropriateness, potential benefit and impact.

Note: Only a basic description is required in the proposal budget, an itemized cost is not required. All purchases must be submitted to and approved by the OCJS on a Request to Purchase form **prior** to incurring the cost.

NOTE: Please verify that all items listed in the budget correspond to the project's scope of work, evaluation and/or the work plan.

The Office of Criminal Justice Services (OCJS) will use the following criteria to determine each grant proposal's funding eligibility: (1) met the submission deadline; (2) met the minimum proposal requirements; and (3) explained how the proposal specifically helps reduce Ohio's traffic related fatal crashes.

The OCJS will award grants based on: (1) the amount of funding available to the OCJS; (2) the total number of proposals submitted to the OCJS; and (3) past performance of the sub-grantee (if applicable).

The OCJS reserves the right to limit the number of grants awarded and the awarded amounts at any time based on available funding, ability to impact statewide goals, and performance.

FFY2012 Highway Safety Grant Proposals must be submitted via the website no later than 11:59 p.m. on Friday, July 1, 2011. Late proposals will not be considered for funding. OCJS is not responsible for applicant's personal computer or internet access failure occurring at the proposal deadline. In the event that the OCJS experiences an internal server malfunction, the OCJS will notify Proposal Administrators of an updated submission deadline.